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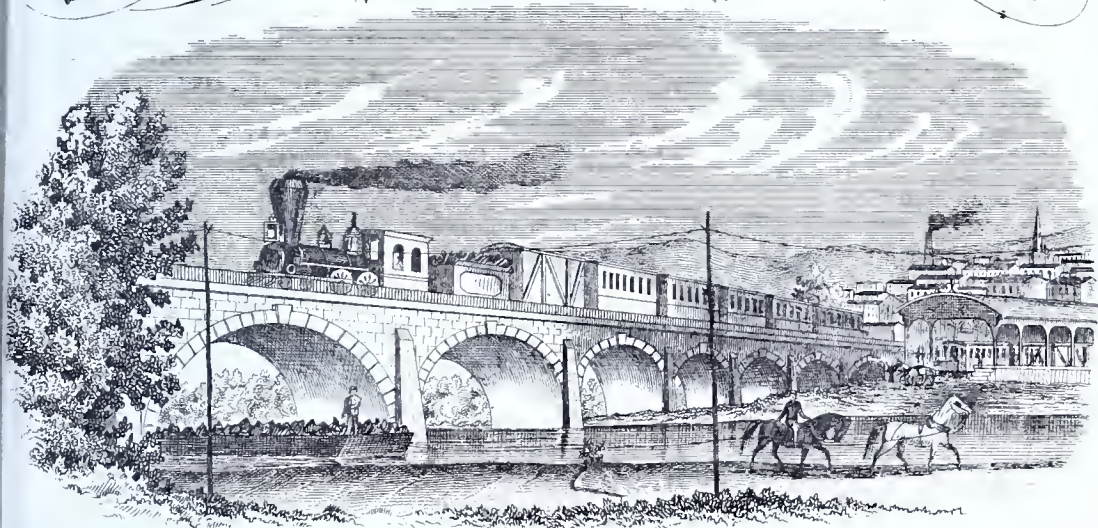
1874

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ANNUAL REPORT
OF THE
Auditor General
OF THE
STATE OF PENNSYLVANIA



AND OF THE
TABULATIONS AND DEDUCTIONS FROM THE REPORTS
OF THE
RAIL ROAD, CANAL & TELEGRAPH
COMPANIES
FOR THE
YEAR 1874

HARRISBURG
B. F. MEYER S
STATE PRINTER
1875

CONTENTS.

	Page.
Report of the Auditor General.....	xix
Alphabetical list of companies to which blanks were forwarded, with the date of filing the same.....	xix
<i>Documents :</i>	
Tabulated results compiled from reports of railroad companies.....	xv
<i>Roads operated by steam :</i>	
Table A.—Stock and debt.....	xvi
Table B.—Characteristics of road.....	xxiv
Table C.—Doings of the year in transportation and total miles run.....	xxiii
Table D.—Amount of freight, specifying the quantity in tons.....	xxxvi
Table E.—Expenses.....	xl
Table F.—Receipts.....	xlii
Table G.—Accidents.....	xlvi
Comparative statement of capital stock paid in for five years.....	lvi
Comparative statement of funded and floating debt for five years.....	l
Comparative statement of dividends for five years.....	liv
Comparative statement of cost of road and equipment for five years.....	lv
Comparative statement of passengers carried for five years.....	lix
Comparative statement of tonnage for five years.....	lxii
Comparative statement of expenses for five years.....	lxiv
Comparative statement of receipts for five years.....	lxvii
Comparative statement of accidents for five years.....	lxx
Tabulated results compiled from reports of passenger railway companies..	lxxiii
<i>Roads operated by horse power :</i>	
Table A.—Stock and debt.....	lxxiv
Table B.—Characteristics of road.....	lxxvi
Table C.—Transportation of passengers and expenses.....	lxxviii
Table D.—Receipts.....	lxxx
Table E.—Accidents.....	lxxxii
Comparative statement of capital stock paid in for five years.....	lxxxiv
Comparative statement of funded and floating debt for five years.....	lxxxvi
Comparative statement of dividends for five years.....	lxxxviii
Comparative statement of cost of road and equipment for five years.....	lxxxix
Comparative statement of passengers carried for five years.....	lxxxviii
Comparative statement of expenses for five years.....	lxxxix
Comparative statement of receipts for five years.....	xc
Comparative statement of accidents for five years.....	xcii
Tabulated results compiled from reports of canal companies.....	xciii

Canal companies :

	Page.
Table A.—Stock and debt.....	xciv
Table B.—Characteristics of canal.....	xcv
Table C.—Tonnage, expenses and receipts.....	xcvi
Table D.—Amount of freight, specifying the quantity in tons.....	xcvii
Comparative statement of capital stock paid in for five years.....	xcviii
Comparative statement of floating and funded debt for five years.....	xcviii
Comparative statement of cost of canal and fixtures for five years.....	xcix
Comparative statement of tonnage for five years.....	xcix
Comparative statement of expenses for five years.....	c
Comparative statement of receipts for five years.....	c
Tabulated results compiled from reports of telegraph companies.....	ci

Telegraph companies :

Table A.—Stock and debt.....	cii
Table B.—Characteristics of line.....	ciii
Table C.—Expenses and receipts.....	civ
Comparative statement of capital stock paid in for five years.....	cv
Comparative statement of floating and funded debt for five years.....	cv
Comparative statement of number of messages received for five years in Pennsylvania.....	cvi
Comparative statement of number of messages sent for five years in Pennsylvania.....	cvi
Comparative statement of gross receipts for five years in Pennsylvania....	cvii
Comparative statement of gross expenses for five years in Pennsylvania...	cvii

Roads operated by steam :

Allegheny Valley.....	3
Allentown.....	11
Atlantic and Great Western.....	14
Bachman Valley.....	22
Bald Eagle Valley.....	27
Baltimore, Philadelphia and New York.....	29
Barelay Coal Company.....	30, 32
Bedford and Bridgeport.....	36
Bell's Gap.....	38
Bellefonte and Snow Shoe.....	44
Berks County.....	50
Buffalo, Bradford and Pittsburg.....	55
Buffalo, Corry and Pittsburg.....	57
Buffalo, New York and Philadelphia.....	58
Catasauqua and Fogelsville.....	65
Catawissa.....	70
Chartiers.....	73, 75
Chester Creek.....	80
Chester Valley.....	82
Chestnut Hill.....	84
Chester Creek and Brandywine.....	86
Chester and Delaware River.....	87
Cleveland and Pittsburg.....	88
Colebrookdale.....	94

CONTENTS.

v

	Page.
Columbia and Port Deposit.....	97
Connecting.....	99
Cornwall.....	102
Corning, Cowanesque and Antrim.....	106, 108
Cowanesque Valley.....	112
Cumberland Valley.....	113
Danville, Hazleton and Wilkesbarre.....	123
Delaware and Hudson Canal and.....	125
Delaware, Lackawanna and Western.....	131
Dillsburg and Mechanicsburg.....	138
Dunkirk, Allegheny Valley and Pittsburg.....	141
East Brandywine and Waynesburg.....	146
East Broad Top.....	148
East Mahanoy.....	154
East Pennsylvania.....	157
Ebensburg and Cresson.....	159
Edgewood.....	161
Elmira and Williamsport.....	162, 164
Erie.....	169
Erie and Pittsburg.....	179
Fayette County.....	186
Frankford and Holmesburg.....	189
Hanover Junction and Susquehanna.....	191
Hanover Branch.....	192
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	197
Harrisburg and Potomac.,.....	199
Homer, Cherrytree and Susquehanna.....	202
Huntingdon and Broad Top Mountain.....	204
Ironton.....	211
Jamestown and Franklin.....	215
Jefferson.....	219
Jersey Shore, Pine Creek and Buffalo.....	221
Junction.....	222
Lake Shore and Michigan Southern.....	225
Lancaster and Reading.....	235
Lawrence.....	237
Lawrenceville and Evergreen.....	241
Lehigh and Eastern.....	246
Lehigh and Lackawanna.....	247
Lehigh and Susquehanna.....	251
Lehigh Valley.....	259
Lewisburg, Centre and Spruce Creek.....	268
Ligonier Valley.....	270
Little Saw Mill Run.....	271
Littlestown.....	275
Little Schuylkill Navigation.....	280
Lykens Valley.....	282
M'Kean and Buffalo.....	285
Mifflin and Centre County.....	286
Mill Creek and Mine Hill Navigation.....	288
Mine Hill and Schuylkill Haven.....	290

	Page.
Monongahela Inclined Plane.....	292
Montrose.....	295
Mont Alto.....	300
Mount Carbon and Port Carbon.....	304
Mount Pleasant and Broad Ford.....	306
Mount Oliver Inclined Plane.....	308
Muncy Creek	311
Nesquehoning Valley.....	316
New Castle and Beaver Valley	318, 321
New Castle and Franklin.....	324
New Castle Railroad and Mining	329
Newry	330
Northern Central	333
North-East Pennsylvania.....	339
North Pennsylvania.....	343
Oil Creek and Allegheny River.....	350
Parker and Karns City.....	357
Peaeh Bottom.....	362
Pennsylvania	364
Pennsylvania Coal.....	372
Pennsylvania and Delaware.....	377
Pennsylvania Inland.....	379
Pennsylvania and New York Canal and.....	381
Pennsylvania Petroleum.....	387
Pennsylvania and Western.....	388
People's Freight	390
Perkiomen.....	392
Philadelphia and Baltimore Central.....	395
Philadelphia and Erie	400
Philadelphia, Germantown and Norristown.....	407
Philadelphia, Newtown and New York	411
Philadelphia and Reading.....	413
Philadelphia and Trenton.....	425
Philadelphia, Wilmington and Baltimore.....	431
Philadelphia and Merion.....	439
Piekering Valley.....	441
Pit-Hole Valley.....	443
Pittsburg, Cincinnati and St. Louis.....	448
Pittsburg and Castle Shannon	456
Pittsburg and Connellsville.....	461
Pittsburg, Fort Wayne and Chicago.....	470
Pittsburg, Virginia and Charleston.....	480
Plymouth.....	485
Reading and Columbia.....	487
Salisbury and Baltimore.....	492
Schuylkill Valley.....	494
Selinsgrove and North Branch.....	498
Shamokin Valley and Pottsville.....	497, 499
Sharpsville, Wheatland, Sharon and Greenfield.....	504
Shenango and Allegheny.....	505
Shenango Valley and Alliance.....	511

CONTENTS.

vii

	Page.
Somerset and Mineral Point.....	513, 518
South Mountain.....	522
South Mountain Iron Company.....	524
South Pennsylvania.....	537
Southern Pennsylvania Railway and Mining.....	529
Southwark.....	535
South-west Pennsylvania.....	537
Spring Brook.....	540
Stony Creek.....	543
Sullivan and Erie.....	547
Summit Branch.....	548
Sunbury and Lewistown.....	553
Susquehanna, Gettysburg and Potomac.....	555
Tioga.....	560
Tresckow.....	565
Tyrone and Clearfield.....	567
Uniontown and West Virginia.....	569
West Chester.....	571
West Chester and Philadelphia.....	573
West Chester and Phoenixville.....	579
Western Maryland.....	581
Western Pennsylvania.....	586
Wheeling, Pittsburg and Baltimore.....	588
Wilcox and Howard Hill improvement company.....	593
Wilmington and Reading.....	594
Wilmington and Western.....	601

Passenger Railways:

Allentown.....	609
Central.....	613
Citizens' (Philadelphia).....	616
Citizens' (Pittsburg).....	620
Coalville.....	624
Continental.....	628
Easton and South Easton.....	630
Empire.....	633
Erie City.....	636
Federal Street and Pleasant Valley.....	640
Frankford and Southwark.....	644
Germantown.....	649
Green and Coates Street, Philadelphia.....	653
Harrisburg City.....	657
Hestonville, Mantua and Fairmount.....	660
Lombard and South Street.....	664
Penn Street.....	668
People's Street, Luzerne County.....	671
People's, Schuylkill County.....	675
Philadelphia City.....	679
Philadelphia and Darby.....	683
Philadelphia and Gray's Ferry.....	685
Pittsburg, Allegheny and Manchester.....	689

	Page.
Pittsburg and Birmingham.....	693
Pittsburg, Oakland and East Liberty.....	697
Pittston.....	701
Reading City.....	703
Ridge Avenue, Philadelphia.....	704
Riverside.....	708
Roxborough and Manayunk Inclined Plane.....	709
Schuylkill River.....	712
Second and Third Street.....	714
Seventeenth and Nineteenth Street.....	719
South Side.....	723
Stroudsburg.....	727
Thirteenth and Fifteenth Street.....	731
Union, Philadelphia.....	735
Union Street, Warren.....	739
West Philadelphia.....	742
Wilkesbarre and Kingston.....	747
Williamsport.....	751

Canal companies :

Delaware and Hudson.....	757
Delaware Division.....	761
Lehigh Coal and Navigation.....	763
Monongahela Navigation.....	767
Muncy.....	772
Pennsylvania.....	774
Schuylkill Navigation.....	780
Schuylkill.....	783
Susquehanna.....	790, 792
Union.....	796

Telegraph companies :

Atlantic and Ohio.....	803
American District.....	805
Automatic.....	807
Erie County.....	809
Franklin.....	811
Merchant's National.....	813
Pacific and Atlantic.....	815
Philadelphia Local.....	817
Philadelphia, Reading and Pottsville.....	819
Rock Hill.....	822
Western City.....	824
Western Union.....	824

REPORT.

AUDITOR GENERAL'S DEPARTMENT,
HARRISBURG, PA., *February 12, 1875.* }

To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania :

In compliance with the requirements of the act of the General Assembly, approved April 9, 1870, entitled "An Act requiring railroad, canal, navigation and telegraph companies to make uniform reports to the Auditor General," I herewith transmit copies of the several reports made to this Department, in pursuance of said act, with tabulated results and comparative statements compiled from the reports of the companies.

Respectfully,

HARRISON ALLEN, *Auditor General.*

The following table exhibits the names of the companies to which blank forms were forwarded ; of those by which reports were made ; the time when the reports were received, and also those which failed to report :

Roads operated by steam :

Name of company.	Report filed.
Allegheny Valley.....	Feb. 8, 1875.
Allentown.....	Feb. 1, 1875.
Atlantic and Great Western	Dec. 19, 1874.
Bachman Valley	Feb. 11, 1875.
Bald Eagle Valley.....	Dec. 21, 1874.
Baltimore, Philadelphia and New York.....	Dec. 18, 1874.
Barclay Coal Company.....	Mar. 11, 1875.
Bedford and Bridgeport.....	Feb. 17, 1875.
Bell's Gap.....	Dec. 30, 1874.
Bellefonte and Snow Shoe.....	Jan. 20, 1875.
Berks County.....	Feb. 2, 1875.
Buffalo, Bradford and Pittsburg.....	Feb. 24, 1875.
Buffalo, New York and Philadelphia.....	Feb. 11, 1875.
Buffalo, Corry and Pittsburg.....	Feb. 19, 1875.
Catawissa.....	Jan. 28, 1875.

Name of company.	Report filed.
Chartiers	Feb. 1, 1875.
Chester Creek.....	Jan. 29, 1875.
Chester Valley.....	Nov. 4, 1874.
Chester and Delaware River.....	Mar. 9, 1875.
Chester Creek and Brandywine.....	Sep. 30, 1874.
Chestnut Hill	Jan. 22, 1875.
Cleveland and Pittsburg.....	Feb. 1, 1875.
Colebrookdale.....	Jan. 23, 1875.
Connecting	Feb. 13, 1875.
Cowanesque Valley.....	Jan. 15, 1875.
Cornwall	Jan. 30, 1875.
Columbia and Port Deposit	Feb. 3, 1875.
Corning, Cowanesque and Antrim.....	Jan. 29, 1875.
Cumberland Valley.....	Jan. 20, 1875.
Danville, Hazleton and Wilkesbarre.....	Mar. 9, 1875.
Delaware and Hudson Canal.....	Feb. 2, 1875.
Delaware, Lackawanna and Western.....	Feb. 5, 1875.
Dillsburg and Mechanicsburg.....	Jan. 25, 1875.
Dunkirk, Allegheny Valley and Pittsburg.....	Dec. 30, 1874.
East Brandywine and Waynesburg.....	Feb. 23, 1875.
East Mahanoy	Feb. 1, 1875.
East Pennsylvania.....	Feb. 1, 1875.
East Broad Top.....	Jan. 6, 1875.
Ebensburg and Cresson.....	Nov. 13, 1874.
Edgewood.....	Feb. 15, 1875.
Elmira and Williamsport.....	Jan. 30, 1875.
Erie	Feb. 8, 1875.
Erie and Pittsburg.....	Feb. 5, 1875.
Fayette County	Nov. 9, 1874.
Frankford and Holmesburg.....	Jan. 7, 1875.
Hanover Junction and Susquehanna.....	Jan. 25, 1875.
Hanover Branch	Feb. 11, 1875.
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	Nov. 14, 1874.
Harrisburg and Potomac.....	Jan. 19, 1875.
Homer, Cherry Tree and Susquehanna.....	Mar. 23, 1875.
Huntingdon and Broad Top Mountain.....	Feb. 6, 1875.
Ironton.....	Feb. 12, 1875.
Jamestown and Franklin	Mar. 1, 1875.
Jefferson	Feb. 16, 1875.
Jersey Shore, Pine Creek and Buffalo.....	Mar. 1, 1875.
Junction	Feb. 8, 1875.

RAILROAD REPORT.

xi

Name of company.	Report filed.
Lehigh and Eastern.....	Mar. 11, 1875.
Lake Shore and Michigan Southern.....	Mar. 1, 1875.
Lancaster and Reading, (narrow guage,).....	Feb. 1, 1875.
Lawrence	Jan. 29, 1875.
Lawrenceville and Evergreen.....	Feb. 22, 1875.
Lehigh and Lackawanna	Feb. 15, 1875.
Lehigh Valley	Feb. 20, 1875.
Lewisburg, Centre and Spruce Creek	Feb. 1, 1875.
Ligonier Valley.....	Jan. 27, 1875.
Little Saw Mill Run.....	Feb. 22, 1875.
Littlestown.....	Jan. 21, 1875.
Little Schuylkill Navigation.....	Dec. 30, 1875.
Lykens Valley	Jan. 13, 1875.
Lehigh and Susquehanna.....	Feb. 15, 1875.
M'Kean and Buffalo	Dec. 31, 1874.
Mifflin and Centre county.....	Feb. 13, 1875.
Mill Creek and Mine Hill	Jan. 22, 1875.
Mine Hill and Schuylkill Haven.....	Jan. 9, 1875.
Mount Carbon and Port Carbon.....	Jan. 22, 1875.
Mount Pleasant and Broad Ford	Mar. 5, 1875.
Mont Alto.....	Jan. 23, 1875.
Monongahela Inclined Plane.....	Jan. 22, 1875.
Montrose	Jan. 28, 1875.
Mount Oliver Inclined Plane... ..	Dec. 30, 1874.
Muncy Creek.....	Feb. 26, 1875.
Nesquehoning Valley.....	Jan. 30, 1875.
New Castle and Beaver Valley.....	Feb. 3, 1875.
Newry	Jan. 1, 1875.
New Castle and Franklin.....	Dec. 18, 1875.
New Castle Railroad and Mining.....	Feb. 22, 1875.
Northern Central.....	Mar. 17, 1875.
North Pennsylvania.....	Jan. 15, 1875.
North-East Pennsylvania.....	Dec. 28, 1874.
Oil Creek and Allegheny River	Feb. 9, 1875.
Parker and Karns City.....	Feb. 16, 1875.
Peach Bottom.....	Feb. 2, 1875.
Pennsylvania	Feb. 5, 1875.
Pennsylvania Coal.....	Feb. 3, 1875.
Pennsylvania and Delaware.....	Feb. 2, 1875.
Pennsylvania and New York Canal and.....	Jan. 30, 1875.
Pennsylvania Petroleum.....	Jan. 20, 1875.

Name of company.	Report filed.
Pennsylvania Inland.....	Dec. 30, 1874.
Pennsylvania and Western.....	Dec. 22, 1874.
Perkiomen.....	Jan. 25, 1875.
Philadelphia and Baltimore Central.....	Jan. 19, 1875.
Philadelphia and Erie.....	Feb. 5, 1875.
Philadelphia, Germantown and Norristown.....	Oct. 24, 1874.
Philadelphia, Newtown and New York.....	Jan. 29, 1875.
Philadelphia and Reading.....	Feb. 1, 1875.
Philadelphia and Trenton.....	Feb. 8, 1875.
Philadelphia, Wilmington and Baltimore.....	Jan. 29, 1875.
Philadelphia and Chester County.....	Dec. 28, 1874.
Philadelphia and Merion.....	Feb. 17, 1875.
Pickering Valley.....	Feb. 1, 1875.
Pit-Hole Valley.....	Dec. 19, 1874.
Pittsburg, Cincinnati and St. Louis.....	Mar. 5, 1875.
Pittsburg and Connellsville.....	Mar. 11, 1875.
Pittsburg, Fort Wayne and Chicago.....	Feb. 2, 1875.
Pittsburg, Virginia and Charleston.....	Jan. 23, 1875.
Pittsburg and Castle Shannon.....	Mar. 3, 1875.
Plymouth.....	Dec. 18, 1874.
People's Freight.....	Mar. 9, 1875.
Reading and Columbia.....	Feb. 1, 1875.
Salisbury and Baltimore.....	Dec. 29, 1874.
Schuylkill Valley.....	Jan. 22, 1875.
Selinsgrove and North Branch.....	Feb. 12, 1875.
Shamokin Valley and Pottsville.....	Nov. 14, 1874.
Shenango and Allegheny.....	Jan. 11, 1875.
Somerset and Mineral Point.....	Mar. 10, 1875.
South Mountain Iron Company's.....	Jan. 29, 1875.
South Mountain.....	Feb. 12, 1875.
South Pennsylvania.....	Apr. 22, 1875.
Southern Pennsylvania railway and mining.....	Jan. 20, 1875.
Southwark.....	Jan. 16, 1875.
Sharpsville, Wheatland and Greenfield.....	Feb. 15, 1875.
Shenango Valley and Alliance.....	Mar. 3, 1875.
South-West Pennsylvania.....	Feb. 17, 1875.
Spring Brook.....	Mar. 1, 1875.
Stony Creek.....	Jan. 19, 1875.
Sullivan and Erie coal and.....	Apr. 8, 1875.
Summit Branch.....	Jan. 22, 1875.
Susquehanna, Gettysburg and Potomac.....	Mar. 2, 1875.

RAILROAD REPORT.

xiii

Name of company.	Report filed.
Sunbury and Lewistown.....	Apr. 7, 1875.
Tioga.....	Jan. 29, 1875.
Tresckow.....	Jan. 30, 1875.
Tyrone and Clearfield.....	Feb. 17, 1875.
Uniontown and West Virginia.....	Feb. 15, 1875.
West Chester.....	Dec. 29, 1874.
West Chester and Philadelphia.....	Dec. 29, 1874.
Western Pennsylvania.....	Feb. 3, 1875.
West Chester and Phoenixville.....	Jan. 2, 1875.
Western Maryland.....	Feb. 5, 1875.
Wheeling, Pittsburg and Baltimore.....	Feb. 10, 1875.
Wilcox and Howard Hill Improvement Company.....	Feb. 1, 1875.
Wilmington and Reading.....	Dec. 30, 1874.
Wilmington and Western.....	Jan. 12, 1875.

Passenger Railways:

Allentown.....	Dec. 12, 1874.
Citizens' (Philadelphia,).....	Nov. 9, 1874.
Citizens' (Pittsburg,).....	Dec. 22, 1874.
Coalville.....	Dec. 23, 1874.
Continental.....	Jan. 16, 1875.
Central.....	Mar. 20, 1875.
Easton and South Easton.....	Dec. 2, 1874.
Empire.....	Jan. 6, 1875.
Erie City.....	Jan. 25, 1875.
Federal Street and Pleasant Valley.....	Dec. 15, 1874.
Frankford and Southwark.....	Dec. 11, 1874.
Germantown.....	Jan. 20, 1875.
Green and Coates Street, (Philadelphia,).....	Jan. 7, 1875.
Harrisburg City.....	Jan. 29, 1875.
Hestonville, Mantua and Fairmount.....	Feb. 3, 1875.
Lombard and South Streets.....	Dec. 9, 1875.
People's, (Schuylkill county,).....	Jan. 25, 1875.
People's Street, (Luzerne county,).....	Jan. 1, 1875.
Philadelphia City.....	Jan. 28, 1875.
Philadelphia and Darby.....	Jan. 7, 1875.
Philadelphia and Gray's Ferry.....	Jan. 1, 1875.
Pittsburg, Allegheny and Manchester.....	Nov. 11, 1874.
Pittsburg and Birmingham.....	Dec. 2, 1874.
Pittsburg, Oakland and East Liberty.....	Jan. 21, 1875.
Pittston.....	Jan. 27, 1875.

Name of company.	Report filed.
Penn Street.....	Mar. 2, 1875.
Reading City	Feb. 16, 1875.
Ridge Avenue, Philadelphia.....	Jan. 15, 1875.
Roxborough and Manayunk Inclined Plane.....	Feb. 15, 1875.
Riverside.....	April 27, 1875.
Schuylkill River.....	Jan. 21, 1875.
Second and Third Streets.....	Feb. 2, 1875.
Seventeenth and Nineteenth Streets	Jan. 20, 1875.
Stroudsburg	Feb. 5, 1875.
Southside.....	Mar. 9, 1875.
Thirteenth and Fifteenth Streets	Jan. 21, 1875.
Union, Philadelphia.....	Feb. 10, 1875.
Union Street, Warren.....	Mar. 9, 1875.
Wilkesbarre and Kingston.....	Jan. 14, 1875.
Williamsport.....	Feb. 6, 1875.
West Philadelphia.....	Nov. 13, 1874.

Canal Companies :

Delaware and Hudson	Feb. 2, 1875.
Delaware Division.....	Jan. 21, 1875.
Lehigh Coal and Navigation.....	Feb. 15, 1875.
Monongahela Navigation.....	Jan. 18, 1875.
Muncy.....	Feb. 13, 1875.
Pennsylvania	Jan. 25, 1875.
Schuylkill	Feb. 1, 1875.
Susquehanna.....	Feb. 2, 1875.
Union.. ..	Jan. 28, 1875.

Telegraph Companies :

Atlantic and Ohio.....	Jan. 13, 1875.
American District.....	Feb. 12, 1875.
Automatic.....	Mar. 10, 1875.
Erie County.....	Mar. 10, 1875.
Franklin.....	Mar. 10, 1875.
Merchants' National.....	Jan. 13, 1875.
Pacific and Atlantic.....	Jan. 13, 1875.
Philadelphia Local.....	Jan. 8, 1875.
Philadelphia, Reading and Pottsville.....	Feb. 1, 1875.
Rockhill.....	Jan. 6, 1875.
Western Union	Jan. 28, 1875.

TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Amount paid as by last report.	Total amount now paid in of capital stock.	Funded debt as by last report.
Allegheny Valley.....	\$5,000,000 00	\$2,256,400 00	\$2,256,400 00	\$2,256,400 00	\$3,939,000 00
Allentown.....	2,000,000 00	714,200 00	568,744 47	568,744 47	71,112,287 43
Atlantic and Great Western.....	50,000,000 00	.....	39,458,700 00	34,671,548 00	45,000 00
Bachman Valley.....	100,000 00	68,000 00	66,742 40	66,742 40	445,900 00
Bald Eagle Valley.....	1,000,000 00	550,000 00	550,000 00	550,000 00	415,900 00
Barelay Coal Company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	27,000 00
Bedford and Bridgeport.....	600,000 00	362,500 00	356,952 10	357,227 10	1,000,000 00
Belleville and Snow Shoe.....	1,000,000 00	600,000 00	600,000 00	600,000 00	99,000 00
Berks County.....	200,000 00	200,000 00	189,790 00	194,715 00	184,600 00
Buffalo, Bradford and Pittsburg.....	Unlimited.	2,286,000 00	2,286,000 00	2,286,000 00	583,000 00
Buffalo, New York and Philadelphia.....	3,500,000 00	2,381,000 00	1,615,060 00	1,691,150 00	2,577,500 00
Baltimore, Philadelphia and New York.....	Unlimited.	500,000 00	16,325 21	16,414 78	184,000 00
Bell's Gap.....	Unlimited.	200,000 00	184,000 00	200,000 00	.....
Catsaqua and Fogelsville.....	426,900 00	426,900 00	426,900 00	426,900 00	1,740,330 00
Catawissa.....	Unlimited.	4,359,500 00	4,359,500 00	4,359,500 00	500,000 00
Chartiers.....	800,000 00	667,155 00	644,110 01	645,970 01	185,000 00
Chester Creek.....	185,000 00	185,000 00	185,000 00	185,000 00	500,000 00
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	.....
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	4,465,000 00
Cleveland and Pittsburg.....	11,253,500 00	11,253,500 00	11,230,950 00	11,230,950 00	587,200 00
Colebrookdale.....	50,000 00	50,000 00	47,165 00	47,215 00	.....
Cornwall.....	150,000 00	150,000 00	300,000 00	300,000 00	.....
Columbia and Port Deposit.....	Unlimited.	231,350 00	208,172 11	208,172 11	160,000 00
Corning, Cowanesque and Antrim.....	2,000,000 00	1,600,000 00	1,600,000 00	1,600,000 00	.....
Cumberland Valley.....	2,110,000 00	1,777,850 00	1,774,612 50	1,777,850 00	352,300 00
Connecting.....	1,900,000 00	1,278,300 00	1,278,300 00	1,278,300 00	991,000 00
Chester and Delaware River.....	40,000 00	40,000 00	.....	4,000 00	.....
Danville, Hazleton and Wilkesbarre.....	800,000 00	685,450 00	684,235 00	684,235 00	1,400,000 00
Delaware and Hudson Canal.....	Unlimited.	23,500,000 00	23,500,000 00	23,500,000 00	6,872,200 00
Delaware, Lackawanna and Western.....	350,000 00	63,000 00	30,803 23	31,603 23	100,000 00
Dillsburg and Mechanicsburg.....	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	3,200,000 00
Dunkirk, Allegheny Valley and Pittsburg.....	500,000 00	149,000 00	133,351 45	134,250 00	175,000 00
East Brandywine and Waynesburg.....	500,000 00	392,550 00	392,550 00	392,550 00	.....
East Mahanoy.....	Unlimited.	1,309,200 00	1,309,200 00	1,309,200 00	495,900 00
East Pennsylvania.....	Unlimited.	1,309,200 00	1,309,200 00	1,309,200 00	.....

RAILROAD REPORT.

xvii

Elensburg and Cresson	100,000 00	42,000 00	42,000 00	42,000 00	80,000 00
Elmira and Williamsport	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Erie	86,536,910 00	86,536,910 00	86,536,910 00	86,536,910 00	37,917,142 70
Erie and Pittsburg	2,500,000 00	1,996,400 00	1,099,500 00	1,099,500 00	3,327,000 00
East Broad Top	500,000 00	489,900 00	400,250 00	409,000 00	188,000 00
Edgewood	15,000 00	15,000 00	2,663 06	15,000 00	.....
Fayette County	1,500,000 00	98,350 00	125,395 71	125,395 71	.....
Frankford and Holmesburg	100,000 00	100,000 00	100,000 00	100,000 00	50,000 00
Hanover Junction and Susquehanna	250,000 00	112,100 00	.....	21,551 60	.....
Harrisburg Branch	500,000 00	116,850 00	116,850 00	116,850 00	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	700,000 00
Harrisburg and Potomac	Unlimited.	217,000 00	118,390 00	121,519 43	.....
Homer, Cherrytree and Susquehanna	Unlimited.	105,300 00	8,544 60	9,000 00	.....
Huntingdon and Broad Top Mountain	2,300,000 00	1,998,250 00	1,998,250 00	1,998,250 00	2,270,966 09
Ironton	500,000 00	400,000 00	400,000 00	200,000 00	100,000 00
Jamestown and Franklin	1,000,000 00	634,050 00	605,027 50	605,027 50	996,000 00
Jefferson	Unlimited.	2,096,650 00	2,095,700 00	2,096,650 00	2,300,000 00
Jersey Shore, Pine Creek and Buffalo	1,000,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Junction	250,000 00	185,250 00	185,250 00	185,250 00	800,000 00
Lake Shore and Michigan Southern	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00	30,195,000 00
Lancaster and Reading, (narrow gauge,)	500,000 00	123,750 00	81,882 50	82,720 00	.....
Lawrence	500,000 00	450,000 00	350,200 00	443,700 00	355,000 00
Lehigh and Lackawanna	1,000,000 00	375,100 00	375,100 00	375,100 00	300,000 00
Lehigh Valley	Unlimited.	24,419,250 00	21,916,850 00	24,419,250 00	10,875,000 00
Lewisburg, Centre and Spruce Creek	3,000,000 00	346,700 00	245,635 40	251,503 40	1,545,000 00
Little Saw Mill Run	250,000 00	100,000 00	100,000 00	100,000 00	30,716 67
Littlestown	75,000 00	53,750 00	34,850 00	34,850 00	40,000 00
Little Schuylkill Navigation	Unlimited.	2,646,100 00	2,646,100 00	2,646,100 00	747,500 00
Lykens Valley	800,000 00	600,000 00	600,000 00	600,000 00	.....
Lawrenceville and Evergreen	25,000 00	15,000 00	.....	10,000 00	.....
Ligonier Valley	100,000 00	61,000 00	44,856 77	50,123 86	.....
Lehigh and Eastern	1,000,000 00	540,000 00	.....	54,000 00	.....
McKean and Buffalo	1,000,000 00	400,000 00	65,675 00	115,120 00	.....
Millin and Centre County	1,000,000 00	323,375 00	323,375 00	323,375 00	200,000 00
Mill Creek and Mine Hill	4,222,500 00	4,022,500 00	3,992,050 00	4,022,500 00	.....
Mine Hill and Schuylkill Haven	282,350 00	282,350 00	282,350 00	282,350 00	.....
Mount Carbon and Port Carbon	600,000 00	152,000 00	112,550 00	150,425 00	.....
Mount Pleasant and Broad Ford	500,000 00	110,000 00	110,000 00	110,000 00	125,000 00
Mont Alto	2,000,000 00	129,100 00	123,600 00	124,100 00	125,000 00
Muncy Creek	20,000 00	75,000 00	75,000 00	75,000 00	.....
Monongahela Inclined Plane	500,000 00	313,850 00	248,351 00	201,034 00	30,900 00
Montrose	20,000 00	52,625 00	52,625 00	52,625 00	41,300 00
Mount Oliver Inclined Plane	20,000 00	52,625 00	52,625 00	52,625 00	.....

TABLE A.—Stock and Debt—Continued.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock sub- scribed.	Amount paid in as by last report.	Total amount now paid in of capital stock.	Funded debt as by last re- port.
Nesquehoning Valley.....	\$2,000,000 00	\$1,300,000 00	\$1,300,000 00	\$1,300,000 00	.....
New Castle and Beaver Valley.....	700,000 00	700,000 00	605,000 00	605,000 00	\$35,300 00
Newry.....	15,000 00	11,650 00	11,150 00	11,150 00	.....
Northern Central.....	8,000,000 00	5,812,000 00	5,842,000 00	5,842,000 00	11,419,756 12
North Pennsylvania.....	1,500,000 00	3,150,000 00	3,150,000 00	3,699,450 00	4,456,000 00
New Castle and Franklin.....	150,000 00	358,500 00	302,427 00	324,477 99	175,000 00
New Castle Railroad and Mining.....	100,000 00	100,000 00	.....	100,000 00	.....
North-East Pennsylvania.....	400,000 00	81,550 00	81,550 00	81,500 00	48,000 00
Old Creek and Allegheny River.....	4,959,450 00	4,959,450 00	4,959,450 00	4,959,450 00	3,080,000 00
Parker and Karns City.....	150,000 00	150,000 00	47,356 22	75,000 00	8,000 00
Peach Bottom.....	1,000,000 00	271,600 00	138,764 16	200,875 34	.....
Pennsylvania.....	151,700,000 00	68,719,400 00	68,144,475 00	68,719,400 00	37,639,600 00
Pennsylvania Coal.....	5,850,329 00	5,000,000 00	4,000,000 00	5,000,000 00	487,500 00
Pennsylvania and Delaware.....	900,000 00	900,000 00	900,000 00	900,000 00	1,602,000 00
Pennsylvania and New York Canal and.....	Unlimited.	4,561,700 00	4,061,700 00	4,561,700 00	3,000,000 00
Pennsylvania Petroleum.....	4,000,000 00	4,000,000 00	750,000 00	760,000 00	.....
Perkionen.....	50,000 00	40,100 00	38,040 00	38,040 00	1,821,800 00
Philadelphia and Baltimore Central.....	2,000,000 00	225,000 00	220,606 11	220,606 11	1,500,000 00
Philadelphia and Erie.....	10,000,000 00	6,500,000 00	6,048,700 00	8,448,700 00	16,252,000 00
Philadelphia, Germantown and Norristown.....	2,500,000 00	2,246,900 00	2,231,900 00	2,246,900 00	.....
Philadelphia, Newtown and New York.....	3,000,000 00	320,000 00	199,360 00	300,000 00	.....
Philadelphia and Reading.....	Unlimited.	34,274,550 00	34,270,575 28	34,274,575 28	40,109,960 87
Philadelphia and Trenton.....	2,262,900 00	1,259,100 00	1,259,100 00	1,259,100 00	.....
Philadelphia, Wilmington and Baltimore.....	Unlimited.	11,524,250 00	11,507,750 00	11,524,250 00	2,218,500 00
Pickering Valley.....	100,000 00	96,850 00	92,875 00	92,875 00	332,300 00
Pit-Hole Valley.....	250,000 00	250,000 00	250,000 00	250,000 00	100,000 00
Pittsburg, Cincinnati and St. Louis.....	13,500,000 00	8,433,750 00	8,433,750 00	8,433,750 00	15,010,585 99
Pittsburg and Connellsville.....	5,000,000 00	2,341,974 50	1,960,682 45	1,960,682 45	9,500,000 00
Pittsburg, Ft. Wayne and Chicago.....	Unlimited.	23,814,285 71	23,814,285 71	23,814,285 71	13,554,000 00
Pittsburg, Virginia and Charleston.....	Unlimited.	821,550 00	673,264 31	674,463 99	700,000 00
Plymouth.....	30,000 00	30,000 00	12,050 00	12,050 00	.....
Pennsylvania Inland.....	100,000 00	27,000 00	3,510 00	3,510 00	.....
Pennsylvania and Western.....	Unlimited.	1,650,000 00	.....	90,000 00	.....
Philadelphia and Chester County.....	500,000 00	84,450 00	81,210 00	85,220 00	.....
Philadelphia and Merion.....	100,000 00	12,500 00	.....	1,250 00	.....

RAILROAD REPORT.

xix

Pittsburg and Castle Shannon.....	1,000,000 00	961,600 00	446,920 80	542,259 30	336,899 99
People's Freight.....	100,000,000 00				
Reading and Columbia.....	600,000 00	511,500 00	508,268 09	508,268 09	1,000,000 00
Salisbury and Baltimore.....	1,500,000 00	132,400 00	79,900 00	89,500 00	
Schuylkill Valley.....	576,050 00	576,050 00	576,050 00	576,050 00	
Selinsgrove and North Branch.....	200,000 00	125,000 00	2,680 00	54,000 00	
Shamokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	1,994,000 00
Shenango and Allegheny.....	200,000 00	200,000 00	199,000 00	200,000 00	800,000 00
Somerset and Mineral Point.....	200,000 00	60,000 00	55,900 00	55,900 00	83,804 80
South Mountain Iron Company's.....	Unlimited.				377,500 00
South Mountain.....	800,000 00	690,800 00	386,439 39	557,803 35	
Southern Pennsylvania Railway and Mining Company.....	200,000 00	800,000 00	800,000 00	800,000 00	625,000 00
Southwark.....	300,000 00	200,000 00	58,468 00	58,468 00	
Stony Creek.....	300,000 00	150,550 00	140,560 00	141,600 00	25,500 00
Summit Branch.....	4,125,000 00	3,883,900 00	2,502,250 00	3,883,900 00	115,000 00
Susquehanna, Gettysburg and Potomac.....	2,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	
Sharpsville, Wheatland, Sharon and Greenfield.....	150,000 00	126,300 00		63,800 00	
South-West Pennsylvania.....	500,000 00	440,550 00	359,857 50	415,830 00	
Spring Brook.....	25,000 00	37,800 00	37,800 00	37,800 00	
Shenango Valley and Alliance.....	1,000,000 00	102,500 00	10,250 00	10,250 00	
Tioga.....	125,000 00	124,950 00	580,900 00	580,900 00	239,500 00
Trescow.....	250,000 00	130,000 00	130,000 00	130,000 00	
Tyrone and Clearfield.....	1,000,000 00	782,000 00	510,000 00	782,000 00	
Uniontown and West Virginia.....	500,000 00	80,000 00		80,000 00	
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	
West Chester and Philadelphia.....	3,800,000 00	823,950 00	823,950 00	823,950 00	1,100,000 00
Western Pennsylvania.....	3,000,000 00	1,022,450 00	1,022,450 00	1,022,450 00	3,000,000 00
West Chester and Phoenixville.....	250,000 00	130,000 00	13,000 00	13,000 00	
Wheeling, Pittsburg and Baltimore.....	500,000 00	500,000 00	500,000 00	500,000 00	
Wilcox and Howard Hill Improvement Company.....	500,000 00	500,000 00			
Wilmington and Reading.....	800,000 00	800,000 00	759,627 88	759,627 88	2,332,300 00
Wilmington and Western.....	Unlimited.	253,850 00	248,807 50	249,032 50	500,000 00
Western Maryland.....	1,000,000 00	1,000,000 00	679,700 00	679,700 00	
	603,311,814 00	456,751,500 21	477,222,617 42	482,931,393 50	374,359,570 66

TABLE A—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of fund- ed debt.....	Floating debt as by last re- port.....	The amount now of float- ing debt	Total amount now of fund- ed and float- ing debt	Rate per cent. per annum of interest	Rate per cent. per annum of dividend
Allegheny Valley.....	\$17,461,000 00	\$1,280,691 34	\$6,761,322 93	\$24,232,322 93	7, 5	.....
Allentown.....	67,220,892 81	649,119 84	687,009 47	687,009 47	7	.....
Atlantic and Great Western.....	45,000 00	3,858,800 67	3,888,971 63	71,109,864 44	7	.....
Baehman Valley.....	436,900 00	.....	.....	45,000 00	7	8
Bald Eagle Valley.....	15,500 00	15,500 00	.....	436,900 00	6, 7	7
Barclay Coal Company.....	1,000,000 00	52,404 68	54,955 68	1,034,955 68	7	.....
Bedford and Bridgeport.....	99,000 00	.....	.....	99,000 00	6	.....
Bellefonte and Snow Shoe.....	1,500,000 00	633,924 64	328,761 08	1,828,761 08	7	.....
Berks County.....	583,000 00	.....	.....	583,000 00	6	.....
Buffalo, Bradford and Pittsburg.....	2,972,500 00	1,233,944 51	1,195,199 79	4,167,699 79	7	.....
Buffalo, New York and Philadelphia.....	200,000 00	3,623 22	14,818 86	14,818 86	7	.....
Baltimore, Philadelphia and New York.....	1,740,350 00	32,890 00	15,000 00	215,000 00	7	6
Bell's Gap.....	500,000 00	.....	.....	500,000 00	7, 10	3 ² / ₂ 1, 31 43, 43 ¹ / ₂
Cataqua and Fogelsville.....	500,000 00	4,298 03	9,929 15	509,929 15	7	.....
Catawissa.....	185,000 00	.....	.....	185,000 00	6	6
Chartiers.....	500,000 00	525,000 00	525,000 00	1,025,000 00	7	.....
Chester Creek.....	5,006,500 00	.....	.....	5,006,500 00	6	17
Chester Valley.....	586,700 00	123,354 16	177,391 00	764,091 00	6	.....
Chestnut Hill.....	1,000,000 00	727,870 36	188,402 26	1,248,402 26	7	11
Cleveland and Pittsburg.....	352,300 00	.....	.....	352,300 00	6, 8	3 ² / ₂
Colebrookdale.....	991,000 00	.....	145,814 01	1,136,814 04	6	18
Cornwall.....	1,447,000 00	118,000 00	130,386 76	1,437,000 00	7	6
Columbia and Port Deposit.....	6,951,200 00	960,122 75	726,838 99	7,678,038 99	7	12 ¹ / ₂
Corning, Cowanesque and Antrim.....	100,000 00	39,032 92	38,816 66	138,816 66	6	.....
Cumberland Valley.....	3,200,000 00	.....	220,645 15	3,426,645 15	7	.....
Connecting.....	.....	.....	.....	.....	.....	.....
Chester and Delaware River.....	.....	.....	.....	.....	.....	.....
Danville, Hazleton and Wilkesbarre.....	.....	.....	.....	.....	.....	.....
Delaware and Hudson Canal.....	.....	.....	.....	.....	.....	.....
Delaware, Lackawanna and Western.....	.....	.....	.....	.....	.....	.....
Dillsburg and Mechanicsburg.....	.....	.....	.....	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburg.....	.....	.....	.....	.....	.....	.....

RAILROAD REPORT.

xxi

East Broad Top.....	388,000 00	197,427 18	585,427 18	7	6
East Brandywine and Waynesburg.....	247,100 00	2,000 00	249,100 00	7	6
East Mahanoy.....	495,900 00		495,900 00	7	6
East Pennsylvania.....	80,000 00		80,000 00	6	
Ebensburg and Crosson.....	1,020,000 00		1,620,000 00	7	12
Elmira and Williamsport.....	45,576,814 00	2,714,103 51	48,129,017 34	7	
Erie.....	3,457,000 00	2,552,203 31	3,457,000 00	7	8 ³
Erie and Pittsburg.....		9,483 05	9,483 05	7	8 ⁴
Edgewood.....					8
Fayette County.....	500,000 00	5,342 36	55,342 36	7	3
Frankford and Holmesburg.....					5
Hanover Branch.....	700,000 00		700,000 00	6	7
Harrisburg, Portsmouth, Mt. Joy and Lancaster,		225,860 00	263,731 44		
Harrisburg and Potomac.....		6,000 00	7,000 00		
Homer, Cherrytree and Susquehanna.....	2,268,640 29		2,268,640 29	7	6,
Huntingdon and Broad Top Mountain.....	200,000 00		200,000 00	6	6
Ironton.....	962,000 00	1,005,851 19	2,027,851 19	7	
Janesstown and Franklin.....	2,300,000 00	804,743 20	2,300,000 00	7	
Jefferson.....					
Jersey Shore, Pine Creek and Buffalo.....	800,000 00		800,000 00	6	
Junction.....	12,500 00		12,500 00	7	
Lawrenceville and Evergreen.....	36,511,000 00	6,656,606 10	36,511,000 00	7	10
Lake Shore and Michigan Southern.....		27,457 59			
Lancaster and Reading (narrow gauge)		25,000 00			
Lawrence.....	316,000 00		346,000 00	7	10
Lehigh and Lackawanna.....	300,000 00		300,000 00	7	
Lehigh Valley.....	16,859,000 00	1,837,643 23	16,859,000 00	6	10
Lewisburg, Centre and Spruce Creek.....	1,545,000 00		1,585,147 10	7	
Little Saw Mill Run.....	70,000 00	2,500 59	74,702 77	7	10
Littlestown.....	40,000 00		40,000 00	7	3
Little Schuylkill Navigation.....	735,500 00		735,500 00	7	7
Lykens Valley.....					10
Ligonier Valley.....		5,212 71	8,862 10		
McKen and Buffalo.....			20,000 00		
Millin and Centre County.....	200,000 00	15,261 22	202,517 55	6	
Mill Creek and Mine Hill.....					10
Mine Hill and Schuylkill Haven.....					7 ¹
Mount Carbon and Port Carbon.....					12
Mount Pleasant and Broad Ford.....		15,463 85	38,007 44		
Mont Alto.....	125,000 00		125,000 00	7	
Muncy Creek.....	129,800 00	26,000 00	165,800 00	7	
Monongahela Inclined Plane.....					12
Montrose.....	44,900 00	43,821 81	54,572 85	7	

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of fund- ed debt.....	Floating debt as by last re- port.....	The amount now of float- ing debt.....	Total amount now of fund- ed and float- ing debt.....	Rate per cent. per annum of interest	Rate per cent. per annum of dividend.....
Mount Oliver Inclined Plane.....	\$56,900 00	\$31,250 38	\$22,205 18	\$79,105 18	8	10
Nesquehoning Valley	2,700 00	10,778 99	10,778 99	2,700 00	7	10
New Castle and Beaver Valley.....	13,499,000 00	704,041 60	10,778 99	13,499,000 00	6	3 $\frac{1}{2}$
Newry.....	5,330,000 00	252,985 37	210,576 28	5,330,000 00	6	5
Northern Central.....	363,000 00	79,192 00	210,576 28	573,876 28	7	
North Pennsylvania.....	122,500 00	2,423 83	107,202 85	2,423 83	7	
New Castle Railroad and Mining.....	3,680,000 00	249,104 81	385,328 89	4,065,328 89	7	
North-East Pennsylvania	63,000 00	92,405 00	88,962 12	151,962 12	7	
Oil Creek and Allegheny River.....		84,614 00	224,678 16	224,678 16		
Parker and Karns City	44,290,600 00	4,611,797 24	4,140,000 00	48,430,600 00	6	10
Peach Bottom	484,500 00	565,000 00	625,000 00	1,109,500 00	7	45
Pennsylvania	1,602,000 00	71,346 21	21,093 99	1,623,093 99	7	
Pennsylvania and Delaware.....	3,000,000 00	74,017 48	50,848 28	3,000,000 00	7	10
Pennsylvania and New York Canal and	1,829,900 00	20,478 00		1,880,748 28	6	
Perkmen.....	1,500,000 00	46,945 52		1,500,000 00	6	7
Philadelphia and Baltimore Central.....	16,252,000 00	1,202,228 13	1,378,189 77	17,630,189 77	6	7
Philadelphia and Erie.....		57,000 00	128,400 00	128,400 00		6
Philadelphia, Germantown and Norristown.....	54,074,883 08	700,000 00	300,000 00	54,374,883 08	5	10
Philadelphia, Newtown and New York					6	7
Philadelphia and Reading.....	2,202,000 00	28,749 34	154,874 51	2,356,874 51	6	8
Philadelphia and Trenton.....	332,300 00	161,362 90	191,776 69	524,076 69	7	
Pickering Valley.....	100,000 00	24,254 91	31,726 99	131,726 99	7	
Pit-Hole Valley.....	15,010,360 99	372,181 04	1,233,623 26	16,293,984 25	6	7
Pittsburg, Cincinnati and St. Louis	9,560,000 00	2,276,578 68	2,668,535 41	12,168,535 41	6	7
Pittsburg and Connelsville.....	13,535,000 00	14,229 62	13,229 62	13,548,229 62	7	7
Pittsburg, Ft. Wayne and Chicago.....	1,200,000 00	244,691 67	209,728 36	1,409,728 36	7	
Pittsburg, Virginia and Charleston.....		274,495 19	274,495 19	274,495 19		
Plymouth.....			13,900 00	13,900 00		
Philadelphia and Chester County.....						

Pittsburg and Castle Shannon.....	291,156 47	136,996 69	104,032 79	395,189 26	6	.....
Reading and Columbia.....	1,000,000 00	1,215,910 64	1,282,295 60	2,282,295 60	7	.....
Salisbury and Baltimore.....	.....	.....	19,537 53	19,537 53	.....	10
Schuylkill Valley.....	.....	.....	7,000 00	7,000 00	.....	6
Selinsgrove and North Branch.....	1,994,000 00	.....	.....	1,994,000 00	7	.....
Shamokin Valley and Pottsville.....	800,000 00	124,315 09	304,058 90	1,104,058 90	7	.....
Shenango and Allegheny.....	82,904 80	2,275 35	7,158 47	90,063 27	7	.....
Sonerset and Mineral Point.....	377,500 00	.....	.....	377,500 00	6, 7	.....
South Mountain Iron Company's.....	.....	103,210 61	118,500 00	118,500 00	7	.....
South Mountain.....	635,500 00	.....	.....	635,500 00	.....	6
Southern Pennsylvania Railway and Mining Co.,	.....	.....	.....	.....	.....	.....
Southwark.....	25,500 00	287,873 75	346,717 33	372,217 33	7	.....
Stony Creek.....	684,000 00	.....	.....	684,000 00	6, 7	.....
Summit Branch.....	.....	.....	8,948 83	8,948 83	.....	3
Sharpville, Wheatland, Sharon and Greenfield.....	771,500 00	590,815 86	68,500 00	840,000 00	7	.....
South-West Pennsylvania.....	15,000 00	2,000 00	4,000 00	19,000 00	7	.....
Spring Brook.....	239,500 00	.....	.....	239,500 00	7	.....
Tioga.....	.....	60,003 64	74,930 47	74,930 47	.....	.....
Trescow.....	.....	313,566 98	60,281 53	60,281 53	.....	8
Tyrone and Clearfield.....	1,100,000 00	.....	.....	1,100,000 00	7	.....
West Chester and Philadelphia.....	3,000,000 00	.....	.....	3,000,000 00	6, 7	.....
Western Pennsylvania.....	.....	79,641 65	79,641 65	79,641 65	.....	.....
Wheeling, Pittsburgh and Baltimore.....	3,096,400 00	180,016 82	361,662 55	3,458,062 55	7	.....
Wilmington and Reading.....	500,000 00	91,538 74	133,223 74	633,223 74	7	.....
Wilmington and Western.....	3,845,816 00	.....	30,000 00	3,875,816 00	6	.....
Western Maryland.....	.....	.....	.....	.....	.....	.....
.....	437,157,118 44	38,292,739 55	34,923,155 75	471,633,998 02	.....	.....

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and equipment.....	Length of main line of road in miles....	Length of main line of road laid.....	Length of main line of road laid in Pennsylvania.....	Length of double track of road in miles.....	Length of sidings...	Gauge of road.....	Weight of rail per yard on main track.	Length in miles of branch roads owned.	Number of worked or leased roads.....
Allegheny Valley.....	\$24,636,755 25	242	242	242	12	70.20	4 ft. 9	60	18.50	.....
Allentown.....	1,078,438 82	35.80	4.50	4.50	.....	.30	4 ft. 8½	64	.....	.....
Atlantic and Great Western.....	81,245,071 46	388.02	388.02	92.42	50	115.50	4 ft. 9	56,68	35.78	3
Bachman Valley.....	113,900 99	9	9	9	.....	.....	6, 4 ft. 9	52	.....	.....
Bald Eagle Valley.....	1,050,000 00	51.19	51.19	51.19	.....	5.48	4 ft. 8	45,56	2.50	.....
Barelay Coal Company.....	622,600 00	16.23	16.23	16.23	.....	6	4 ft. 8½	50	.....	.....
Bedford and Bridgeport.....	1,414,779 60	38.70	38.70	38.70	.....	5.17	4 ft. 9	52	10.50	.....
Bellefonte and Snow Shoe.....	458,181 33	21.20	21.20	21.20	.....	3.75	4 ft. 8½	45,50,56	.....	.....
Berks County.....	1,739,257 19	43.25	43.25	43.25	.....	3.80	4 ft. 8½	56	.....	.....
Buffalo, Bradford and Pittsburg.....	2,869,000 00	25.50	25.50	17.50	.....	4.90	6 ft.	45,62	.....	.....
Buffalo, New York and Philadelphia.....	5,690,747 73	120.55	120.55	41.90	.....	14.50	4 ft. 8½	56,60,62	.....	.....
Baltimore, Philadelphia and New York.....	48,233 64	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beil's Gap.....	220,814 80	8.40	8.40	8.40	.....	.85	3 ft.	35	.....	.....
Catasauqua and Fogelsville.....	742,156 64	20	20	20	.....	8	4 ft. 8½	50	5.50	1
Catawissa.....	6,126,500 00	94	94	94	.....	7	4 ft. 8½	56,68	4.50	.....
Chartiers.....	1,129,991 61	23.80	22.80	22.80	.....	1.90	4 ft. 9	56	.....	.....
Chester Creek.....	370,000 00	7.25	7.25	7.25	.....	1	4 ft. 8½	50,56	.....	.....
Chester Valley.....	1,871,900 00	21.50	21.50	21.50	.....	2	4 ft. 8½	60	.....	.....
Chestnut Hill.....	120,650 00	4.12	4.12	4.12	.....	.50	4 ft. 8½	56	.....	.....
Cleveland and Pittsburg.....	16,239,047 04	167	167	15	3	82	4 ft. 10	60	32	.....
Colebrookdale.....	667,094 02	18.80	12.80	12.80	.....	1.90	4 ft. 8½	56	.....	.....
Cornwall.....	423,616 43	7.47	7.47	7.47	.....	2.75	4 ft. 8½	64,68	1.75	.....
Columbia and Port Deposit.....	1,244,776 91	39.30	5	25	.....	.80	4 ft. 9	64	.....	.....
Corning, Covanesque and Antrim.....	1,900,000 00	53	53	37.16	.....	8.11	6 ft.	59,62	11	.....
Cumberland Valley.....	1,813,323 30	82.20	82.20	68.30	7	11.87	4 ft. 9	50,56	.....	3
Connecting.....	2,415,114 04	6.78	6.78	6.78	6.78	5.92	4 ft. 9½	67	.....	.....
Chester and Delaware River.....	122,737 91	4	.....	.....	.....	6	4 ft. 8½	50,56	.....	.....
Danville, Hazleton and Wilkesbarre.....	1,102,600 00	45	45	45	.....	.....	4 ft. 8½	56	.....	.....

RAILROAD REPORT.

X XV

Delaware and Hudson Canal.....	4,744,770 79	45	45	32	33	6 ft. 4 ft. 8½	45, 56	1
Delaware, Lackawanna and Western,	27,588,722 23	115	115	99	20	6 ft.	60, 65	
Dillsburg and Mechanicsburg.....	177,429 16	8	8		.65	4 ft. 9	56	
Dunkirk, Allegheeny Valley and Pittsburg.....	4,782,843 73	106.50	90.60			4 ft. 9½	56	
East Broad Top.....	984,042 55	30	30		9	3 ft.	40, 45, 50	
East Brandywine and Waynesburg,	391,250 00	27.50	17.50		4.42	4 ft. 8½	56	
East Mahanoy.....	392,550 00	7.54	7.54			4 ft. 8½	68	3.57
East Pennsylvania.....	1,484,290 12	36	36		3.39	4 ft. 8½	52, 64, 68	
Elmhurst and Cresson.....	122,000 00	11	11		15.50	4 ft. 9	45	
Elmira and Williamsport.....	2,620,000 00	78	78		.50	4 ft. 9	56	
Erie.....	115,075,900 87	459	459		14	6 ft.	55, 60, 70	15
Erie and Pittsburg.....	5,070,469 01	81.50	81.50		315.29	4 ft. 9½	60	
Edgewood.....	26,483 05	1	1		19.98	4 ft. 9	56	
Fayette County.....	130,000 00	12.66	12.66			4 ft. 8	43	
Frankford and Holmesburg.....	159,427 07	4.15	4.15		.75	4 ft. 8	50	
Hanover Branch.....	290,516 18	12.50	12.50		.73	4 ft. 10	50, 56	2
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	1,882,550 00	36	36	10	9.61	4 ft. 8½	64, 67	18
Harrisburg and Potomac.....	350,730 87	60	12.50		.80	4 ft. 9	56	32
Homer, Cherrytree and Susque- hanna.....	13,201 24	70						
Huntingdon & Broad Top Mountain.	4,184,917 57	45	45		16.50	4 ft. 8½	56, 60	
Ironton.....	268,000 00	10	11		2	4 ft. 8½	50, 57	
Jamestown and Franklin.....	2,504,888 19	51	51		18	4 ft. 9½	60	1.50
Jefferson.....	4,396,050 00	45.50	45.50		8	6 ft.	55, 60, 67	
Jersey Shore, Pine Creek and Buffalo.	927,956 95	118						
Junction.....	727,383 12	4.62	4.62	4.62	1.12	4 ft. 8	67	
Lake Shore and Michigan Southern, Lancaster and Reading, (narrow gauge).....	79,159,999 61	540.37	540.37	230.80	429.23	4 ft. 9½	60	5
Lawrence.....	142,041 43	34				3 ft.	60	
Lawrence and Lackawanna.....	787,591 66	17.98	9.36		3.16	4 ft. 9½	4.63	
Lehigh and Lackawanna.....	675,100 00	36	15		1.25	4 ft. 8½	50	
Lehigh and Susquehanna.....	13,223,345 88	105	105	42	87	4 ft. 8½	56, 60, 65	3
Lehigh Valley.....	20,618,771 02	101	101	90.11	145.52	4 ft. 8½	60	1
Lewisburg, Centre and Spruce Creek, Little Saw Mill Run.....	1,036,805 60	87.38	19		.90	4 ft. 9	52, 56	
Littlestown.....	123,127 04	3	3		1	4 ft. 8½	53, 56	
Littleton.....	115,616 00	9.50	9.50		.75	4 ft. 8½	56	
Little Schuylkill Navigation.....	1,416,187 80	28.20	28.20		27.20	4 ft. 8½	60	1
Lykens Valley.....	595,767 24	20	20			4 ft. 9	50, 56	
Lawrenceville and Evergreen.....	10,000 00	2.61	2.61			3 ft.	28	
Ligonier Valley.....	58,516 15	10.20				4 ft. 8½	56	
M'Kean and Buffalo.....	120,000 00							
Millin and Centre County.....	366,318 74	12.50	12.50		5.70	4 ft. 9	45, 56	

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and equipment.....	Length of main line of road in miles....	Length of main line of road laid.....	Length of main line of road laid in Pennsylvania.....	Length of double track of road in miles.....	Length of sidings...	Gauge of road	Weight of rail per yard on main track,	Length in miles of branch roads owned,	Number of worked or leased roads.....
Mill Creek and Mine Hill.....	\$323,375 00	3.80	3.80	3.80	3.80	12.80	4 ft. 8 $\frac{1}{2}$ in.	64, 68	5	.....
Mine Hill and Schuylkill Haven.....	4,022,500 00	42.50	42.50	42.50	24	71	4 ft. 8 $\frac{1}{2}$ in.	64, 68	.....	.....
Mount Carbon and Port Carbon.....	282,815 45	2.50	2.50	2.50	2.50	10.40	4 ft. 8 $\frac{1}{2}$ in.	64, 68	.....	.....
Mount Pleasant and Broad Ford.....	178,972 99	9.60	9.60	9.60	.....	1.50	4 ft. 8 $\frac{1}{2}$ in.	45, 56	.....	.....
Mont Alto.....	235,000 00	10.50	10.50	10	.....	.90	4 ft. 9 in.	50	.....	.....
Muney Creek.....	156,400 00	40	6.50	6.50	.....	.50	4 ft. 8 $\frac{1}{2}$ in.	36, 40, 56	.....	.....
Monongahela Inclined Plane.....	76,442 29	.13	.13	.13	.13	.....	5 ft. 4 in.	45	.....	.....
Montrose.....	338,924 61	28	27	27	.....	1	3 ft.	40	.....	.....
Mount Oliver Inclined Plane.....	126,795 08	.30	.30	.30	.30	.....	5 ft.	20	.....	.....
Nesquehoning Valley.....	1,270,318 06	16.50	16.50	16.50	.....	5	4 ft. 8 $\frac{1}{2}$ in.	60	1	.....
New Castle and Beaver Valley.....	819,686 66	14.97	14.97	14.97	.....	3.12	4 ft. 10 in.	56	.....	.....
Newry.....	22,657 31	1.10	1.10	1.10	.....	.12	4 ft. 8 $\frac{1}{2}$ in.	45	.....	.....
Northern Central.....	16,178,773 84	137.18	137.18	102.14	75.43	53.30	4 ft. 9 in.	64	9.50	4
North Pennsylvania.....	8,733,120 09	55.60	55.60	55.60	26.30	24.50	4 ft. 8 $\frac{1}{2}$ in.	56, 60, 64	12.10	2
New Castle and Franklin.....	897,740 09	36.25	36.25	36.25	.....	1	4 ft. 9 in.	56	.....	.....
New Castle Railroad and Mining.....	.....	3.75	3.75	3.75	.....	.....	3 ft. 6 in.	35	.....	.....
North-East Pennsylvania.....	279,872 73	9.80	9.80	9.80	.....	1	4 ft. 8 $\frac{1}{2}$ in.	50, 58	.....	.....
Oil Creek and Allegheny River.....	9,614,313 00	95	95	95	.....	33	6 ft. 4 in. 9 in.	60	28	.....
Parker and Karns City.....	273,135 33	10.50	10.50	10.50	.....	1	3 ft.	30	.....	.....
Peach Bottom.....	461,391 10	60	37	37	.....	.....	3 ft.	30	.....	.....
Pennsylvania.....	50,706,802 02	354.90	354.90	354.90	353.80	252.50	4 ft. 9 in.	67	83	16
Pennsylvania Coal.....	2,000,000 00	100	100	47	47	10	4 ft. 3 in.	36	15.87	.....
Pennsylvania and Delaware.....	2,502,000 00	41.50	41.50	22.50	.....	1.50	4 ft. 8 $\frac{1}{2}$ in.	56	.....	.....
Pennsylvania and New York Canal and.....	6,502,733 94	104.55	104.55	104.55	20.51	36.23	4 ft. 8 $\frac{1}{2}$ in.	58, 60	23.94	1
Pennsylvania Petroleum.....	760,000 00	67	5	5	.....	.....	4 ft. 8 $\frac{1}{2}$ in.	64	.....	.....
Perkiomen.....	1,660,142 73	36.50	23.80	23.80	.....	3.50	4 ft. 8 $\frac{1}{2}$ in.	56	.....	.....
Philadelphia and Baltimore Central,	1,988,913 56	46	36.75	36.75	.....	6.50	4 ft. 8 $\frac{1}{2}$ in.	50, 56, 60	.....	2
Philadelphia and Erie.....	24,195,833 00	287.51	287.51	287.51	28.85	103.47	4 ft. 9 in.	56, 60, 64	.....	.....

RAILROAD REPORT.

xxvii

Location	17	20	20	20	5	4 ft. 8½	50, 58, 67	12.25
Philadelphia, Germantown and Norristown.....	1,514,800 01					4 ft. 9	56	
Philadelphia, Newtown and New York.....	692,051 39	4	4			4 ft. 8½	64, 68	16
Philadelphia and Reading.....	46,186,610 83	98.40	98.40		150.10	4 ft. 9½	57, 70	2
Philadelphia and Trenton.....	1,552,115 76	26.60	26.60		13.55			
Philadelphia, Wilmington and Baltimore.....	11,939,346 05	94.91	17.81	81.25	46.70	4 ft. 8½	57, 60	4
Pickering Valley.....	475,149 04	11.30	11.30		.50	4 ft. 8½	56	
Pittsboro Valley.....	101,945 67	7	7		1	4 ft. 9½	56, 62	
Pittsburg, Cincinnati and St. Louis.....	19,753,883 23	193	35.25	15.40	38.90	4 ft. 9	60, 62	4
Pittsburg and Connellsville.....	12,428,637 27	149.60	142	4	33.70	4 ft. 8½	60, 64	2
Pittsburg, Ft. Wayne and Chicago.....	28,977,932 33	468.38	48.80	57.06	131.46	4 ft. 9½	60	2
Pittsburg, Virginia and Charleston.....	1,273,379 41	30	30	3	9.71	4 ft. 9	64	
Plymouth.....	274,495 19	9.25	9.25		2.37	4 ft. 8½	57	
Pennsylvania Inland.....	3,500 00							
Philadelphia and Chester County.....	61,577 65							
Philadelphia and Merion.....	735 00							
Pittsburg and Castle Shannon.....	502,552 38		6		.87	3 ft. 4	45, 50	3.12
Reading and Columbia.....	2,314,642 67	40	40		9.15	4 ft. 8½	56, 68	18.70
Reading and Baltimore.....	96,092 86							
Salisbury and Valley.....	576,840 94	11	11	5.30	3.30	4 ft. 8½	60, 68	13
Schuylkill Valley.....	61,000 00							
Selinsgrove and North Branch.....	2,863,450 00	28	28		4.50	4 ft. 9	56, 64	3.90
Shamokin Valley and Pottsville.....	1,254,188 97	31.23	31.23		6.38	4 ft. 9½	56, 60, 68	
Shenango and Allegheny.....	140,000 00	9.10	9.10		.20	4 ft. 8½	45	
Somerset and Mineral Point.....	388,480 63	17.78	17.78		2.26	4 ft. 9	51	
South Mountain Iron Company's.....	696,303 00							
South Mountain.....								
Southern Pennsylvania Railway and Mining company.....	973,750 00	21	21		.50	4 ft. 9	50	2
Southwark.....	58,468 00	1.72	1.72	1.39		4 ft. 7	56, 60, 68	
Stony Creek.....	488,414 70	10.30	10.30			4 ft. 8½	58	
Summit Branch.....	988,902 37	20	20		10.25	4 ft. 9	50, 56	.50
Susquehanna, Gettysburg and Potomac.....	181,000 00	17	17		.25	4 ft. 8½	50, 56	
Sharpsville, Wheatland, Sharon and Greenfield.....	71,839 69							
Shenango Valley and Alliance.....	4,500 00					3 ft.	35	
South-West Pennsylvania.....	1,199,427 59	24.40	24.40		4.80	4 ft. 9	56	
Spring Brook.....	58,800 00	8.50	8.50		.12	4 ft. 8	22, 25	
Tioga.....	1,356,547 04	30.60	30.60		8.80	6 ft.	57, 64	1
Trescow.....	204,930 47	6.50	6.50		1.50	4 ft. 8½	50	
Tyrone and Clearfield.....	1,213,204 58	43.14	43.14		6.36	4 ft. 9	45, 67	12.90

TABLE B.—CHARACTERISTICS OF ROAD.—Continued.

NAME OF COMPANY.	Cost of road and equipment.....	Length of main line of road in miles....	Length of main line of road laid.....	Length of main line of road laid in Pennsylvania.....	Length of double track of road in miles.....	Length of sidings...	Gauge of road.....	Weight of rail per yard on main track,	Length in miles of branch roads owned,	Number of worked or leased roads.....
Uniontown and West Virginia.....	.....	8.33	8.33	8.33	.....	.....	.....	.....	.....	.....
West Chester.....	\$205,486 79	9	9	9	.....	.50	4 ft. 8 $\frac{1}{2}$ "	50	.....	.....
West Chester and Philadelphia.....	1,705,205 17	26.30	26.30	26.30	.....	5	4 ft. 8 $\frac{1}{2}$ "	50, 55, 65	.....	1
Western Pennsylvania.....	3,972,459 79	57.10	57.10	57.10	5.10	19.67	4 ft. 9"	56	27.50	.....
Wheeling, Pittsburg and Baltimore,.....	.....	32	32	18	.....	1	4 ft. 8 $\frac{1}{2}$ "	50	.....	.....
Wilcox and Howard Hill Improvement company.....	62,696 04	94	.....	.....	.....	.....	.....	.....	.....	.....
Wilmington and Reading.....	3,514,627 33	63.60	63.60	52	.....	10.20	4 ft. 8 $\frac{1}{2}$ "	56	7.87	1
Wilmington and Western.....	799,928 64	35	20	2.39	.....	3.30	4 ft. 8 $\frac{1}{2}$ "	56	.....	.....
Western Maryland.....	4,281,126 05	90	90	.50	.....	.....	4 ft. 8 $\frac{1}{2}$ "	56	.....	.....
	744,701,826 99	7,886.56	6,829.87	4,392.91	1,806.28	2,733.14	.....	.....	1,547.64	95

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	No. of engine houses & shops.	No. of engines...	No. of first class passenger cars..	No. second class passenger cars.	No. baggage, mail & express cars.	No. freight cars..	No. of coal, ore, stone and tank cars.....	No. iron bridges	No. of wooden bridges	No. stone bridges	No. of depots or stations.....	No. of wood and water stations..	No. of tunnels...	Length in miles laid with steel rails	Value of real estate held by the company, exclusive of roadway.....
Allegheny Valley.....	6	73	20	9	9	1,500	474	9	64	42	51	30	5	1	.....
Allentown.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$23,709 43
Atlantic and Great Western	14	170	12	26	28	2,727	.....	5	95	.....	82	42	.....	115	144,652 50
Bachman Valley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	1	.....	.....	.....
Bald Eagle Valley.....	3	5	2	.....	1	16	352	.....	56	.....	17	5	.....	.....	10,000 00
Barelay coal company.....	2	.....	.....	.....	.....	.....	.....	.....	11	.....	8	3	.....	1	1,500 00
Bedford and Bridgeport.....	3	5	2	.....	.....	49	54	.....	10	.....	22	5	.....	.....	.....
Belleville and Snow Shoe.	1	2	2	.....	2	48	.....	.....	13	.....	9	2	.....	1	35,508 00
Berks County.....	.....	.....	.....	.....	.....	.....	.....	.....	69	.....	25	4	.....	.....	27,887 40
Buffalo, Bradford and Pittsburg	.....	.....	.....	.....	.....	.....	.....	.....	40	1	3	.....	.....	.....	44,080 00
Buffalo, New York and Philadelphia	7	20	12	.....	4	336	300	8	14	.....	29	10	.....	.....	393,197 20
Bell's Gap.....	1	.....	2	.....	2	3	75	.....	7	.....	5	1	.....	.....	19,340 60
Catsauqua and Fogelsville	2	6	3	.....	2	66	590	5	2	3	16	7	.....	6	20,000 00
Catawissa.....	4	.....	.....	.....	.....	.....	.....	2	22	.....	19	15	3	10	53,150 00
Chartiers.....	1	.....	.....	.....	.....	.....	.....	.....	3	.....	16	2	.....	.....	3,390 70
Chester Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	32	26	16	.....	.....	.....	10,000 00
Chester Valley.....	1	.....	.....	.....	.....	.....	.....	.....	3	1	8	.....	.....	.....	3,000 00
Chestnut Hill.....	.....	.....	.....	.....	.....	.....	.....	.....	65	15	62	27	1	.....	.....
Cleveland and Pittsburg	13	97	38	5	22	600	2,370	2	2	.....	9	1	.....	.....	14,108 07
Colebrookdale.....	1	.....	.....	.....	.....	27	138	.....	8	4	12	2	.....	1	600 00
Cornwall.....	.....	3	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	31,316 48
Columbia and Port Deposit.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	141,223 71
Corning, Cowanesque and Antrim	3	13	4	.....	4	99	601	1	2	.....	14	7	.....	.....	18,100 00
Cumberland Valley.....	6	22	18	1	6	225	44	3	2	4	45	9	.....	6	210,000 00
Connecting.....	2	.....	.....	.....	.....	.....	.....	8	.....	2	3	1	.....	11	35,090 00
Danville, Hazleton and Wilkesbarre.....	1	2	2	.....	1	7	10	.....	2	.....	22	5	.....	.....	144,111 00
Delaware and Hudson Canal.....	6	52	6	.....	3	149	4,157	.....	19	.....	13	8	.....	53	10,000 00
Delaware, Lackawanna and Western	11	152	24	7	15	1,120	12,473	4	15	5	51	42	3	140	3,100 00
Dillsburg and Mechanicsburg	1	.....	.....	.....	.....	.....	.....	.....	6	.....	18	.....	.....	.....	50,000 00
Dunkirk, Allegheny Valley and Pittsburg	1	12	6	4	2	88	.....	1	19	.....	9	.....	.....	.....	10,000 00
East Broad Top.....	4	5	2	.....	1	38	106	.....	17	.....	9	6	2	.....	.....

RAILROAD REPORT.

XXXI

Ligonier Valley.....	2	16	3	4	2	16	3	4	2	16	3	4	2	1,000 00
Mifflin and Centre County.....	2	16	3	4	2	16	3	4	2	16	3	4	2	3,000 00
Mill Creek and Mine Hill.....	1	78	2	12	1	78	2	12	1	78	2	12	1	76,498 20
Mine Hill and Schuylkill Haven.....	4	16	3	1	2	16	3	1	2	16	3	1	2	100,000 00
Mount Carbon and Port Carbon.....	1	4	7	1	4	4	7	1	4	4	7	1	4	4,500 00
Mount Pleasant and Broad Ford.....	1	1	1	1	1	1	1	1	1	1	1	1	1	16,475 00
Mont Alto.....	1	2	2	2	2	2	2	2	2	2	2	2	2	100,000 00
Mtney Creek.....	1	1	1	1	1	1	1	1	1	1	1	1	1	4,500 00
Monongahela Inclined Plane.....	1	2	1	1	1	2	1	1	1	2	1	1	1	16,475 00
Monongahela Inclined Plane.....	1	2	1	1	1	2	1	1	1	2	1	1	1	100,000 00
Montrose.....	2	2	2	2	2	2	2	2	2	2	2	2	2	4,500 00
Mount Oliver Inclined Plane.....	2	2	2	2	2	2	2	2	2	2	2	2	2	16,475 00
Mount Oliver Inclined Plane.....	2	2	2	2	2	2	2	2	2	2	2	2	2	100,000 00
Nesquehoning Valley.....	7	12	3	4	1	12	3	4	1	12	3	4	1	16,475 00
Nesquehoning Valley.....	7	12	3	4	1	12	3	4	1	12	3	4	1	100,000 00
New Castle and Beaver Valley.....	2	1	1	1	1	1	1	1	1	1	1	1	1	4,500 00
New Castle and Beaver Valley.....	2	1	1	1	1	1	1	1	1	1	1	1	1	4,500 00
Newry.....	1	152	65	41	1,659	4,289	50	31	1	152	65	41	1,659	400 00
Northern Central.....	6	47	48	26	500	469	12	4	31	47	48	26	500	777,457 45
North Pennsylvania.....	7	2	1	1	11	11	12	7	37	2	1	2	9	1,610,410 89
New Castle and Franklin.....	2	2	1	1	11	11	12	7	37	2	1	2	9	5,000 00
North East Pennsylvania.....	1	1	1	1	11	11	12	7	37	2	1	2	9	5,000 00
Oil Creek and Allegheny River.....	12	32	19	5	301	301	10	5	27	23	1	1	1	9,547 87
Parker and Karns City.....	2	4	3	2	44	44	23	9	9	3	3	3	3	50,000 00
Peach Bottom.....	2	4	3	2	44	44	23	9	9	3	3	3	3	50,000 00
Pennsylvania.....	20	647	225	63	22	10,216	2,368	154	17	244	80	8	798	1,607,100 00
Pennsylvania Coal.....	27	8	8	6	60	2,500	5	6	6	6	6	6	6	2,000 00
Pennsylvania and Delaware.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1,607,100 00
Pennsylvania and New York Canal and.....	13	39	2	2	558	831	16	35	29	22	22	22	22	2,000 00
Pennsylvania Petroleum.....	13	39	2	2	558	831	16	35	29	22	22	22	22	2,000 00
Perkioman.....	1	1	1	1	1	1	1	1	1	1	1	1	1	18,604 41
Philadelphia and Baltimore Central.....	3	10	8	4	95	95	30	31	19	2	2	1	1	20,000 00
Philadelphia and Erie.....	11	154	38	6	21	3,165	162	11	152	90	44	52	52	471,564 00
Philadelphia, Germantown and Norristown.....	4	24	45	13	192	192	16	1	16	9	4	3	3	500,793 49
Philadelphia, Newtown and New York.....	38	405	214	6	59	3,640	15,904	28	29	56	45	3	92	7,459,868 98
Philadelphia and Reading.....	4	72	115	45	1,198	13	15	3	57	34	5	34	34	329,626 09
Philadelphia and Trenton.....	8	72	115	45	1,198	13	15	3	57	34	5	34	34	329,626 09
Philadelphia, Wilmington and Baltimore.....	8	72	115	45	1,198	13	15	3	57	34	5	34	34	70,000 00
Pickering Valley.....	1	1	1	1	1	1	1	1	1	1	1	1	1	70,000 00
Pithole Valley.....	1	2	2	2	2	2	2	2	2	2	2	2	2	300 00
Pittsburg, Cincinnati and St. Louis.....	9	110	28	8	19	1,520	102	4	12	23	24	9	16	300 00
Pittsburg and Connellsville.....	8	26	15	7	160	21	25	1	50	23	24	9	16	110,890 98
Pittsburg, Ft. Wayne and Chicago.....	25	278	109	26	55	3,120	2,033	45	78	40	25	4	136	587,058 26
Pittsburg, Virginia and Charleston.....	2	5	3	3	3	75	20	1	8	8	4	4	4	11,231 00
Plymouth.....	1	1	1	1	1	1	1	1	1	1	1	1	1	261,312 52
Pittsburg and Castle Shannon.....	2	6	3	4	1	1	416	1	11	4	4	2	2	62,556 22
Reading and Columbia.....	2	9	7	1	31	31	1	1	7	1	4	4	4	62,556 22

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	No. of engine houses & shops.	No. of engines...	No. of first class passenger cars..	No. second class passenger cars.	No. baggage, mail & express cars..	No. freight cars..	No. of coal, ore, stone and tank cars.....	No. iron bridges.	No. of wooden bridges.....	No. stone bridges	No. of depots or stations.....	No. of wood and water stations..	No. of tunnels...	Length in miles laid with steel rails	Value of real estate held by the company, exclusive of road-way.....
Salisbury and Baltimore.....								1	35	6	9	1			
Schuylkill Valley.....															
Selinsgrove and North Branch.....									37	1	11	5			\$1,595,400 00
Shamokin Valley and Pottsville.....	2	2				14	37		5		7	3			25,010 00
Shenango and Allegheny.....	1	1		3							8	1			3,500 00
Somerset and Mineral Point.....	1	1	1	1											
South Mountain Iron Company's.....	2	3	2			10			1		15	3			
South Mountain.....															
South Pennsylvania.....															
Southern Pennsylvania Railway and Mining co.	1	1							3		15	2			150,000 00
Southwark.....															
Stony Creek.....	1							3			8				40,000 00
Summit Branch.....	6	7		1	3	5	3	1	3		6	4			1,500,000 00
Susquehanna, Gettysburg and Potomac.....	1	2		1			2		6		8	1			5,000 00
South-West Pennsylvania.....	2								19		16	3			1,500 00
Spring Brook.....	1	1				18			6			1			
Tioga.....	6	14	6		2	50	849		14		12	6		7	34,901 51
Tresekow.....	1										2	2			
Tyrone and Clearfield.....	2								12		26	9			
Uniontown and West Virginia.....															
West Chester.....	1	1	1		1						9	2			22,647 75
West Chester and Philadelphia.....	3	9	20		4	53	13	6	17		22	4		2	318,808 35
Western Pennsylvania.....									33		80	12			155,178 08
West Chester and Phoenixville.....															
Wheeling, Pittsburg and Baltimore.....	2	3		5	2	8	16		22	1	10	4	6		25,103 10
Wilcox and Howard Hill Improvement Co.....															
Wilmington and Reading.....	3	14	6	2	3	138	6		16		45	10			32,927 60
Wilmington and Western.....	3	3	3		2	30			14		12	2			45,038 59
Western Maryland.....	7	12	13	5	7	145	20		112		48	8			
	550	4,100	1,581	278	659	53,193	79,839	623	2,489	454	3,018	1,114	67	4,051	25,067,612 03

RAILROAD REPORT.

xxxiii

TABLE C.—DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

NAME OF COMPANY.	No. of miles run by passenger trains..	No. of miles run by freight trains.....	No. of miles run by coal trains.....	No. of through passengers for the year on main road.....	No. of passengers (all classes) carried in cars.....	No. of tons of 2,000 pounds of through freight for the year on main road.....	Gross amount of tonnage for the year, 2,000 pounds per ton
Allegheny Valley.....	1,434,717	15,184,439	.....	9,718	831,178	44,396	1,794,965
Atlantic and Great Western.....	1,097,244	3,242,225	.....	85,820	1,038,836	563,321	2,709,734
Bachman Valley.....	6,912	.....	.....	.....	3,997	39,272	39,272
Barclay Coal Company.....	18,780	.....	28,170	9,245	19,081	604	328,363
Belleville and Snow Shoe.....	.....	37,622	23,554	5,498	16,595	94,390	95,632
Berk County.....	29,592	12,151	.....	1,207	3,490	3,490	39,372
Buffalo, New York and Philadelphia.....	164,010	216,075	.....	6,297	234,056	90,788	90,788
Bell's Gap.....	.....	.....	19,600	4,460	5,273	78,892	78,892
Catasauqua and Fogelsville.....	23,788	23,788	25,040	1,638	18,856	88,443	265,330
Charters.....	27,137	15,821	.....	.....	117,594	.....	23,679
Cleveland and Pittsburg.....	379,083	.....	1,141,172	51,863	664,879	475,001	1,441,901
Cornwall.....	92,250	10,591	.....	.....	.....	172,083	260,049
Corning, Cowanesque and Antrim.....	174,490	.....	177,842	1,390	97,227	127,573	827,800
Cumberland Valley.....	6,170	193,224	21,438	12,483	392,554	12,412	415,317
Delaware and Hudson Canal.....	263,777	31,939	.....	35,611	129,150	1,801,912	2,551,084
Delaware, Lackawanna and Western.....	128,287	406,134	2,287,129	9,577	637,575	55,891	3,653,763
Dunkirk, Allegheny Valley and Pittsburg.....	15,398	225,527	.....	6,736	134,721	230,127	269,794
East Broad Top.....	123,939	13,156	.....	.....	30,626	.....	11,288
Elmira and Williamsport.....	3,259,941	373,829	937,057	35,244	124,733	311,933	469,021
Erie.....	144,466	9,863,760	.....	8,969	4,223,130	.....	6,364,276
Erie and Pittsburg.....	32,100	494,689	.....	30,208	204,425	78,798	800,947
Hanover Branch.....	54,520	16,050	.....	8,064	44,205	144,338	144,338
Huntingdon and Broad Top Mountain.....	.....	27,810	112,942	.....	73,892	90,125	385,239
Ironton.....	5,113	9,920	.....	.....	335,189	86,831	86,831
Junction.....	9,948	24,790	.....	.....	.....	.....	.....
Lawrenceville and Evergreen.....	2,520,574	6,490,510	.....	31,452	31,452	537,707	5,221,267
Lake Shore and Michigan Southern.....	30,869	119,000	.....	74,155	3,065,673	99	339,633
Lawrence.....	.....	.....	.....	837	76,052	12,358	31,033
Lehigh and Lackawanna.....	.....	.....	.....	.....	21,522	.....	.....

TABLE C.—DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN—Continued.

NAME OF COMPANY.	No. of miles run by passenger trains...	No. of miles run by freight trains.....	No. of miles run by coal trains.....	No. of through pas- sengers for the year on main road.....	No. of passengers (all classes) carried in cars.....	No. of tons of 2,000 pounds of through freight for the year on main road.....	Gross amount of ton- nage for the year, 2,000 pounds per ton.....
Lehigh and Susquehanna.....	454,006	194,942	1,205,672	1,891	644,351	4,766	3,233,361
Lehigh Valley.....	.....	3,181,154	.....	15,657	1,103,201	.....	6,608,849
Little Saw Mill Run.....	.....	.....	10,000	.....	.....	87,085	87,085
Littlestown.....	.....	12,520	.....	11,698	11,698	27,353	40,845
Mont Alto.....	.....	16,601	.....	4,117	9,688	8,440	9,609
Muncy Creek.....	.....	7,500	.....	7,633	7,833	16,929	17,009
Monongahela Inclined Plane.....	.....	.....	.....	404,735	404,735	.....	.....
Montrose.....	.....	35,056	.....	.....	17,202	9,932	9,932
Mount Oliver Inclined Plane.....	19,948	.....	.....	227,906	227,906	.....	.....
New Castle and Beaver Valley.....	35,364	168,614	.....	.....	161,918	12,225	669,614
Northern Central.....	491,096	1,274,381	.....	16,954	865,680	339,282	2,284,695
North Pennsylvania.....	456,440	280,335	.....	111,294	1,032,859	420,049	902,322
New Castle and Franklin.....	13,301	13,301	.....	7,363	21,989	1,547	2,569
North-East-Pennsylvania.....	11,420	5,710	.....	.....	67,073	10,519	10,519
Oil Creek and Allegheny River.....	140,510	432,262	.....	10,001	313,162	196,597	649,331
Parker and Karns City.....	41,000	41,000	.....	98,000	138,000	23,000	23,000
Pennsylvania.....	2,928,003	11,267,799	20,000	197,937	6,088,103	1,366,971	8,626,946
Pennsylvania Coal.....	19,800	.....	398,136	.....	4,691	1,280,740	1,482,095
Pennsylvania and New York Canal and.....	312,984	131,460	.....	.....	205,539	.....	1,384,292
Philadelphia and Baltimore Central.....	102,395	55,110	3,900	125,639	288,191	71,309	138,294
Philadelphia and Erie.....	461,822	1,950,662	.....	3,571	680,163	466,670	2,243,170
Philadelphia and Reading.....	1,554,867	1,681,547	2,712,820	852,312	6,961,869	7,401,842	11,336,261
Philadelphia and Trenton.....	456,466	405,063	.....	898,225	1,757,720	1,639,918	1,765,336
Philadelphia, Wilmington and Baltimore.....	754,293	593,243	23,389	354,106	2,181,764	231,733	319,748
Pithole Valley.....	.....	8,400	.....	1,119	1,119	7,112	7,112
Pittsburg, Cincinnati and St Louis.....	629,867	2,306,087	79,815	83,131	672,220	572,341	1,471,207
Pittsburg and Connellsville.....	416,556	790,297	56,047	20,111	936,501	153,977	1,233,767
Pittsburg, Ft. Wayne and Chicago.....	1,687,300	5,174,669	.....	85,103	2,253,512	809,139	2,299,120
Pittsburg, Virginia and Charleston.....	138,700	203,932	.....	.....	284,336	.....	90,927

RAILROAD REPORT.

XXXV

Pittsburg and Castle Shannon.....	21,084	.....	33,100	47,820	67,703	.....	139,843
Reading and Columbia.....	93,462	.....	154,936	54,109	155,861	.....	372,851
Shamokin Valley and Pottsville.....	40,501	.....	.....	4,731	68,425	33,318	706,071
Shenango and Allegheny.....	42,694	146,723	.....	.....	29,143	288,962	288,962
Somerset and Mineral Point.....	11,092	10,267	.....	16,400	20,625	6,770	.....
South Mountain Iron Company's.....	.....	15,336	.....	1,003	12,892	3,144	39,953
Southern Pennsylvania Railway and Mining Company.	10,922	14,406	.....	.....	.....	.....	.....
Stony Creek.....	.....	16,662	.....	.....	45,070	7,186	7,186
Summit Branch.....	12,550	.....	.....	20,519	363,572	.....	512,021
Susquehanna, Gettysburg and Potomac.....	21,286	10,092	2,197	15,944	27,610	12,983	22,870
Spring Brook.....	.....	2,700	.....	.....	.....	6,000	6,000
Tioga.....	.....	209,679	.....	8,255	101,195	658,868	671,193
West Chester and Philadelphia.....	191,602	16,848	26,185	90,759	874,183	20,900	90,602
Wheeling, Pittsburg and Baltimore.....	.....	20,032	.....	.....	57,226	10,693	10,693
Wilmington and Reading.....	122,753	51,277	.....	1,953	129,595	3,633	240,829
Wilmington and Western.....	.....	35,050	.....	6,907	24,142	13,635	111,228
Western Maryland.....	170,201	124,289	.....	.....	255,392	.....	90,830
	21,907,390	68,036,173	9,500,141	4,327,798	42,297,158	21,361,352	78,992,755

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Anthracite coal,	Bituminous coal,	Petroleum and other oils.....	Pig iron.....	Railroad iron....	Other iron or castings.....	Iron and other ores.....	Anthracite and bitumin's coal,
Allegheny Valley.....	.....	458,403	878,992	53,423	3,577	18,327	77,068	.....
Atlantic and Great Western.....	65,154	835,390	392,287	67,218	.....	77,835	240,957	.....
Bachman Valley.....	.....	.....	.....	.....	.....	.....	31,935	1,756
Baclay Coal Company.....	322,364	.....	.....	.....	.....	.....	.....	.....
Bellefonte and Snow Shoe.....	85	83,458	30	.....	.....	18	.....	.....
Berks County.....	11,105	66	.....	6,085	.....	315	3,435	.....
Buffalo, New York and Philadelphia.....	62,912	26,329	620	1,317	44	1,221	.....	.....
Bell's Gap.....	78,012	.....	.....	.....	.....	.....	.....	.....
Catsaquia and Fogelsville.....	38,116	853	.....	10,000	6,490	2,746	110,124	.....
Chartiers.....	.....	8,495	77	.....	.....	263	.....	.....
Cleveland and Pittsburg.....	.....	.....	23,937	43,928	7,813	39,917	290,679	700,633
Cornwall.....	66,310	.....	.....	38,064	.....	.....	132,985	.....
Corning, Cowanesque and Antrim.....	2,828	774,892	290	4,178	.....	1,675	.....	.....
Cumberland Valley.....	112,446	13,240	501	.....	.....	7,689	82,237	.....
Delaware and Hudson Canal.....	2,503,259	.....	.....	.....	.....	.....	.....	.....
Delaware, Lackawanna and Western.....	3,112,221	8,073	2,454	28,371	48,172	16,083	63,881	.....
Dunkirk, Warren and Pittsburg.....	2,860	81,098	141,122	29	13	710	.....	.....
East Broad Top.....	.....	.....	22	.....	100	.....	74	3,152
Elmira and Williamsport.....	.....	.....	140	7,475	650	8,145	4,895	306,473
Eric.....	3,137,046	717,380	199,283	.....	.....	.....	.....	.....
Eric and Pittsburg.....	.....	393,055	52,990	47,744	938	13,011	163,912	.....
Hanover Branch.....	27,525	2,111	.....	.....	.....	.....	62,122	.....
Huntingdon and Broad Top Mountain.....	1,294	298,056	183	6,948	.....	730	37,272	.....
Ironton.....	8,588	.....	.....	.....	.....	.....	50,744	.....
Lake Shore and Michigan Southern.....	30,168	632,973	488,920	39,051	23,238	104,732	7,368	120,009
Lawrence.....	.....	.....	188	49,620	4,386	5,120	37,894	.....
Lehigh and Lackawanna.....	9,323	.....	.....	.....	.....	.....	6,877	.....
Lehigh and Susquehanna.....	2,972,286	525	178	25,942	3,415	9,427	47,268	.....
Lehigh Valley.....	4,648,739	26,622	180,911	236,961	36,505	.....	494,227	.....
Little Saw Mill Run.....	.....	87,085	.....	.....	.....	.....	.....	.....
Littlestown.....	9,519	4,695	.....	.....	.....	353	3,806	.....

RAILROAD REPORT

xxxvii

Mont Alto.....				1,785				3,017	3,787
Muncy Creek.....	1,591	180							
Monroze.....	3,854								
New Castle and Beaver Valley.....									
Northern Central.....			1,977		5,832			40,464	237,154
North Pennsylvania.....			82,476		7,500			149,325	841,801
New Castle and Franklin.....	443,916	3,835	2,101		7,589			68,297	
North East Pennsylvania.....		100	20					140	
Oil Creek and Allegheny River.....	4,498	130							
Pennsylvania.....			295,962		5,125				237,981
Pennsylvania Coal.....	906,266	3,303,071	516,072		67,296			340,707	
Pennsylvania and New York Canal and Philadelphia and Baltimore Central.....	1,473,430								
Philadelphia and Erie.....	799,714	339,043		3,682	1,768			4,971	
Philadelphia and Reading.....	22,114	2,036	297					9,743	
Philadelphia, Wilmington and Baltimore.....	685,630	115,276	204,879	20,749	14,287			20,789	
Pittsburg and Reading.....	6,809,476	301,194	216,080	252,781	67,063			621,024	
Pittsburg, Cincinnati and St. Louis.....	58,895	2,068	17,803	12,566	11,576			16,193	
Pittsburg and Castle Shannon.....		349	3,930						
Pittsburg and Connellsville.....			4,361	13,599	7,297			15,391	425,344
Pittsburg, Ft. Wayne and Chicago.....		929,052	6,575	25,923	2,759			13,543	
Pittsburg, Virginia and Charleston.....			12,757	201,308	25,910			67,477	407,963
Pittsburg and Reading.....		30,096						34,500	
Reading and Columbia.....	198,761	136,226							
Shamokin Valley and Pottsville.....									
Shenango and Allegheny.....			125	300	225				682,226
Semerset and Mineral Point.....		117,052	154,041					11	
South Mountain Iron Company's.....		117	40	30				21,319	
Stony Creek.....	8,514			56					
Sullivan and Erie.....	3,427								
Summit Branch.....									
Susquehanna, Gettysburg and Potomac.....	503,865								
Sunbury and Lewistown.....	6,281	982						1,247	
Tioga.....									
West Chester and Philadelphia.....	400	650,115	20	150	205				
Wheeling, Pittsburg and Baltimore.....									43,799
Wilmington and Reading.....	46,583	49,193		18,951	18,612			24,888	
Wilmington and Western.....	1,624	8,563			912				
Western Maryland.....								17,356	24,502
	29,201,029	10,444,657	3,882,641	1,653,226	354,633	1,104,588	4,160,295	4,036,080	

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—*Continued.*

NAME OF COMPANY.	Lime, limestone, sandstone and slate.....	Agricultural products.....	Merchandise and manufactures..	Live stock	Lumber.....	Other articles...
Allegheny Valley.....	82,454	24,241	61,836	1,036	48,720	86,888
Atlantic and Great Western.....	68,375	303,652	225,796	39,152	62,536	331,382
Bachman Valley.....	2,798	.....	2,229	.....	553	.....
Barclay Coal Company.....	.....	200	1,809	.....	3,585	404
Belleville and Snow Shoe.....	403	1,149	423	.....	3,839	6,223
Berks County.....	10,192	363	2,114	.....	5,097	.....
Buffalo, New York and Philadelphia.....	2,741	22,611	25,887	3,722	52,133	52,155
Bell's Gap.....	14	.....	316	.....	532	16
Catsauqua and Fogelsville.....	74,306	2,955	6,386	.....	11,675	1,675
Chartiers.....	2,240	1,819	4,395	2,458	3,478	454
Cleveland and Pittsburg.....	27,933	34,022	168,446	19,709	41,737	43,147
Cornwall.....	16,951	.....	.....	.....	.....	5,739
Corning, Cowanesque and Antrim.....	1,012	6,220	10,726	60	21,191	8,906
Cumberland Valley.....	2,054	43,780	24,447	7,077	18,248	99,390
Delaware and Hudson Canal.....	60,757	73,047	47,825	.....	.....	.....
Delaware, Lackawanna and Western.....	560	13,808	90,934	7,937	130,941	10,892
Dunkirk, Allegheny Valley and Pittsburg.....	.....	140	4,985	563	18,677	5,369
East Broad Top.....	.....	69,420	4,973	.....	2,736	87
Elmira and Williamsport.....	2,502	893,226	31,865	995	26,103	10,355
Erie.....	57,884	12,786	717,609	116,608	145,822	437,302
Erie and Pittsburg.....	4,239	.....	27,761	3,796	22,853	4,167
Hanover Branch.....	14,540	.....	36,629	1,492	10,220	.....
Huntingdon and Broad Top Mountain.....	24,290	3,175	4,048	174	18,819	.....
Ironton.....	170,397	1,143,508	431,753	438,544	572,814	3,207
Lake Shore and Michigan Southern.....	93,057	3,828	5,801	5,444	7,115	1,137,811
Lawrence.....	12,030	710	1,643	.....	.....	7,171
Lehigh and Lackawanna.....	31,804	19,580	57,697	785	64,454	.....
Lehigh and Susquehanna.....	63,787	.....	.....	45,111	116,218	759,768
Lehigh Valley.....	2,445	4,687	6,754	2,445	4,934	1,207
Littlestown.....	1,020
Mont Alto.....

RAILROAD REPORT.

xxix

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TABLE E.—EXPENSES.

NAME OF COMPANY.	Maintaining the road or real estate of the corporation.	Repairs of ma- chinery.	Operating the road.	Total.
Allegheny Valley.....	\$508,455 59	\$305,592 92	\$755,672 19	\$1,029,720 70
Atlantic and Great Western.....	1,119,194 19	730,533 58	1,918,424 64	3,768,152 41
Bachman Valley.....	2,988 01	.....	4,462 18	7,450 19
Barclay Coal Company.....	20,981 50	15,193 80	46,303 01	82,478 31
Bellefonte and Snow Shoe.....	24,126 95	7,258 99	21,972 94	53,358 88
Berks County.....	8,473 11	.....	27,181 06	35,654 17
Buffalo, New York and Philadelphia.....	102,907 33	52,867 46	238,047 35	393,822 14
Bell's Gap.....	12,228 87	5,397 62	10,465 25	28,091 74
Catsauqua and Fogelsville.....	18,480 44	4,736 32	26,752 63	49,969 39
Chartiers.....	24,420 80	3,079 90	25,071 07	52,571 77
Cleveland and Pittsburg.....	425,408 50	267,536 52	695,519 39	1,388,464 41
Cornwall.....	12,432 36	3,342 46	10,359 16	26,133 98
Corning, Cowanesque and Antrim.....	126,601 28	56,172 10	102,970 50	285,743 88
Cumberland Valley.....	.....	.....	274,230 87	274,230 87
Delaware and Hudson Canal.....	234,681 85	221,387 36	384,329 75	840,398 96
Delaware, Lackawanna and Western.....	619,945 77	663,724 66	843,147 97	2,126,818 40
Dunkirk, Allegheny Valley and Pittsburg.....	116,329 52	31,522 81	140,219 40	288,071 73
East Broad Top.....	5,937 48	1,314 31	18,319 04	25,570 83
Elmira and Williamsport.....	174,162 04	75,667 53	277,870 97	527,700 54
Erie.....	3,485,662 20	2,799,102 30	7,278,973 82	13,563,738 32
Erie and Pittsburg.....	159,116 47	80,370 14	247,738 88	487,225 49
Hanover Branch.....	14,874 76	11,732 81	29,077 65	55,685 22
Huntingdon and Broad Top Mountain.....	81,673 88	30,463 68	72,601 16	184,738 72
Ironton.....	4,950 09	107 69	9,502 07	14,559 85
Jamesstown and Franklin.....	517 46	64 02	1,588 57	2,170 05
Lawrenceville and Evergreen.....	3,197,169 72	1,664,610 70	6,290,591 14	11,152,371 56
Lake Shore and Michigan Southern.....	42,459 67	23,541 74	32,357 78	108,359 19
Lawrence.....	11,136 43	.....	14,571 66	25,708 09
Lehigh and Lackawanna.....	410,245 14	183,122 90	714,652 81	1,308,020 85
Lehigh and Susquehanna.....	942,544 82	1,102,476 25	1,426,397 29	3,471,418 36
Lehigh Valley.....	30,270 33	7,069 70	9,376 61	46,656 64
Little Saw Mill Run.....	3,437 43	11,411 95	14,849 38
Littlestown.....

RAILROAD REPORT.

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TABLE F.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Freight.	Mail & Express.	Use of cars.	Miscellaneous.	Total.
Allegheny Valley.....	\$515,497 48	\$1,901,585 64	\$25,962 63	\$17,231 13	\$18,899 90	\$2,479,176 78
Allentown.....	1,216 97	1,625 92	.....	.....	179 50	3,022 39
Atlantic and Great Western.....	925,938 57	3,738,242 73	119,248 63	.....	54,827 15	4,838,257 08
Bachman Valley.....	1,222 32	9,509 24	.....	.....	639 65	11,431 21
Barelay Coal Company.....	6,468 98	38,511 98	1,080 00	.....	.....	46,060 96
Belleville and Snow Shoe.....	6,712 33	65,289 43	100 00	.....	.....	274,398 14
Berks County.....	16,154 47	27,117 41	.....	229 44	202,066 91	43,271 88
Buffalo, New York and Philadelphia.....	149,788 03	403,969 16	14,218 58	.....	12,690 19	580,665 96
Bell's Gap.....	2,010 83	40,361 81	3 08	.....	39 99	43,415 71
Catsaquia and Fogelsville.....	6,272 66	73,789 26	.....	.....	10,477 48	90,539 40
Chartiers.....	45,664 57	20,813 14	4,515 00	.....	43 56	71,036 27
Cleveland and Pittsburg.....	589,406 43	2,200,928 79	78,518 93	.....	18,700 08	2,887,554 23
Colebrookdale.....	3,641 71	5,519 61	.....	.....	250 99	9,415 31
Cornwall.....	.....	56,815 15	.....	.....	.....	56,815 15
Corning, Cowanesque and Antrim.....	56,368 45	253,587 20	5,160 98	96,702 19	763 38	412,581 90
Cumberland Valley.....	203,876 47	369,495 40	13,347 24	.....	16,590 94	603,310 05
Delaware and Hudson Canal.....	60,630 76	57,061 14	2,837 59	.....	.....	130,549 49
Delaware, Lackawanna and Western.....	406,393 43	4,629,861 73	43,758 00	261,749 33	5,762 69	5,347,725 51
Dillsburg and Mechanicsburg.....	5,327 43	10,786 50	.....	.....	.....	16,113 93
Dunkirk, Allegheny Valley and Pittsburg.....	79,148 14	270,671 32	6,398 40	1,840 97	398 60	338,457 43
East Broad Top.....	10,929 15	13,037 27	.....	307 50	25,298 74	24,983 48
East Mahanoy.....	.....	449,818 31	25,895 44	.....	3,864 21	623,003 87
Elmira and Williamsport.....	143,425 91	13,740,042 44	915,493 54	.....	237,788 72	18,598,898 76
Erie.....	3,705,574 06	637,820 08	15,541 29	72,501 87	2,028 73	870,703 00
Erie and Pittsburg.....	142,811 03	50,726 60	1,321 97	20,415 84	.....	91,137 38
Hanover Branch.....	17,604 06	230,074 83	4,200 00	.....	.....	284,720 68
Huntingdon and Broad Top Mountain.....	37,755 19	33,206 70	.....	.....	3,690 66	33,206 70
Iron-ton.....	.....	175,789 33	4,129 14	.....	.....	228,802 11
Jamestown and Franklin.....	21,827 17	117,659 40	6,835 00	.....	2,300 55	148,623 12
Lawrenceville and Evergreen.....	2,383 87	.....	.....	.....	.....	2,383 87
Lake Shore and Michigan Southern.....	4,249,022 37	11,918,349 78	847,888 61	.....	130,870 00	17,146,130 76
Lawrence.....	28,901 06	141,237 77	4,270 00	.....	.....	174,408 83
Leligh and Lackawanna.....	6,030 41	36,966 53	812 24	.....	.....	43,839 18
Leligh and Susquehanna.....	183,158 83	3,197,835 44	4,307 20	.....	.....	3,385,301 47
Leligh Valley.....	486,836 69	5,722,216 45	47,627 12	502,710 76	.....	6,759,391 02
Little Saw Mill Run.....	.....	25,152 91	.....	.....	75,501 34	100,654 25

RAILROAD REPORT.

xliii

Littlestown.....	3,610 05	12,390 31	570 27	193 32	16,763 95
Lykens Valley.....	3,544 68	4,565 26	.....	62,638 28	62,638 28
Mont Alto.....	2,642 23	7,323 74	120 00	.....	8,109 94
Muncy Creek.....	26,656 15	.....	.....	809 63	10,291 54
Monongahela Inclined Plane.....	9,560 16	13,301 60	1,596 40	380 40	27,465 78
Montrose.....	12,572 91	10 45	.....	250 00	24,838 56
Mount Oliver Inclined Plane.....	70,851 07	277,403 11	4,819 00	.....	12,833 36
New Castle and Beaver Valley.....	532,597 57	2,154,129 76	82,843 73	.....	323,073 18
Northern Central.....	505,916 89	828,939 54	20,303 96	477,399 98	3,206,970 99
North Pennsylvania.....	13,253 29	5,521 67	318 31	21,851 68	1,424,463 18
New Castle and Franklin.....	11,928 17	6,136 81	28 64	.....	19,003 27
North East Pennsylvania.....	163,946 69	654,925 78	23,718 83	56 00	18,149 62
Oil Creek and Allegheny River.....	77,106 08	46,789 29	3,631 08	4,260 39	846,851 72
Parker and Karns City.....	4,258,887 68	17,227,504 69	507,154 96	1,656 67	129,183 12
Pennsylvania.....	3,518 40	20,245 80	.....	588,824 02	22,612,371 35
Pennsylvania Coal.....	159,313 54	1,279,103 53	13,480 81	.....	23,764 20
Pennsylvania and New York Canal and Perkimen.....	8,327 83	8,765 04	.....	29,353 51	1,481,251 39
Philadelphia and Baltimore Central.....	129,069 00	158,661 90	7,394 18	715 02	17,807 89
Philadelphia and Erie.....	527,910 68	2,772,813 25	79,743 53	1,489 49	296,614 57
Philadelphia and Norristown.....	2,012,665 89	12,304,214 67	53,686 70	126,451 79	3,506,919 28
Philadelphia and Reading.....	1,030,014 76	720,712 49	117,636 21	331,324 29	331,324 29
Philadelphia and Trenton.....	1,713,011 95	890,305 16	127,379 02	85,553 92	14,452,121 18
Philadelphia, Wilmington and Baltimore.....	2,824 00	1,764 79	.....	16,582 70	1,914,346 16
Pickering Valley.....	570 15	3,211 53	217 91	71,638 76	2,801,634 89
Pithole Valley.....	803,026 77	2,653,317 53	114,358 94	355 05	4,943 84
Pittsburg, Cincinnati and St. Louis.....	374,589 90	1,109,552 94	.....	.....	5,815 59
Pittsburg and Connellsville.....	2,347,382 00	5,836,455 87	290,151 00	2,613 17	3,573,316 41
Pittsburg, Ft. Wayne and Chicago.....	78,865 56	40,157 91	928 67	41,981 96	1,526,124 80
Pittsburg, Virginia and Charleston.....	8,232 25	1,384 34	.....	21,579 83	8,597,463 90
Pittsburg and Castle Shannon.....	74,656 63	232,219 69	2,375 00	7,749 15	127,701 29
Reading and Columbia.....	29,866 44	291,897 33	1,640 00	472,797 45	482,414 04
Shamokin Valley and Pottsville.....	16,748 73	209,101 93	2,566 64	.....	309,251 32
Shenango and Allegheny.....	7,217 25	4,597 37	1,632 46	862 92	324,266 69
Somerset and Mineral Point.....	4,490 05	24,360 84	.....	12 55	228,429 85
South Mountain Iron Company's.....	7,813 33	28,132 75	2,755 81	.....	12,847 08
Southern Penn'a Railway and Mining Co.....	9,428 88	2,725 00	469 22	.....	29,300 89
Stony Creek.....	9,098 99	274,165 72	.....	.....	33,701 89
Summit Branch.....	14,461 78	17,304 78	1,412 60	4,018 25	16,632 35
Susquehanna, Gettysburg and Potomac.....	28,477 65	280,030 93	3,452 63	26,771 72	310,036 43
Tioga.....	225,406 09	112,714 02	2,312 49	1,492 18	33,320 46
West Chester and Philadelphia.....	27,300 85	19,981 11	2,027 00	9,731 66	388,464 37
Wheeling, Pittsburg and Baltimore.....	.....	.....	.....	580 00	350,164 26
.....	.....	.....	.....	.....	49,888 96

TABLE F.—RECEIPTS—*Continued.*

NAME OF COMPANY.	Passengers.	Freight.	Mail & Express.	Use of cars.	Miscellaneous.	Total.
Wilmington and Reading.....	\$54,555 60	\$130,682 39	\$6,971 18	.....	\$1,616 45	\$193,825 62
Wilmington and Western	13,459 66	17,618 29	781 20	\$12 00	.....	31,871 15
Western Maryland.....	131,028 04	134,206 64	12,722 42	.....	15,348 98	293,306 08
	27,763,621 72	101,485,823 95	3,742,884 47	1,197,019 89	3,256,965 13	137,446,345 16

RAILROAD REPORT.

xlv

TABLE G.—ACCIDENTS.

NAME OF COMPANY.	PASSENG'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Allegheny Valley.....	2		8	22	9	10	19	32
Atlantic and Great Western			5	13	6	6	11	19
Barclay Coal Company.....			1	2			1	2
Berks County.....					1		1	
Buffalo, New York and Philad'a.,				2	3	1	3	3
Bell's Gap.....				2				2
Cleveland and Pittsburg.....				1	1	4	1	5
Corning, Cowanesque and Antrim.				1	2		2	1
Cumberland Valley				2				2
Delaware and Hudson Canal.....		1	4	7	11	4	15	12
Delaware, Lackawanna & Western,			5	7	11		16	7
Dunkirk, Allegheny Valley and Pittsburg				1	1		2	
Elmira and Williamsport.....			1	7	2	1	3	8
Erie.....	1	19	42	268	55	58	98	345
Erie and Pittsburg.....		2	2	7	3	2	5	11
Hanover Branch.....				3				3
Huntingdon & Broad Top Mount'n.				5	1	1	1	6
Ironton				1				1
Jamestown and Franklin.....				1	1	3	1	4
Lake Shore and Michigan Southern	1	1	1	15	6	4	8	20
Lawrence			1				1	
Lehigh and Susquehanna.....	1	1	7	4	7		15	5
Lehigh Valley.....			9	14	19	17	28	31
Montrose.....				1				1
New Castle and Beaver Valley....		1	1	4	1	1	2	6
Northern Central.....	2	1	8	27	4	2	14	30
North Pennsylvania		2	3	2	7	1	10	5
New Castle and Franklin.....				1				1
Oil Creek and Allegheny River....			2	3	5	6	7	9
Pennsylvania	1	18	35	178	93	97	129	293
Pennsylvania Coal.....				1	2	1	2	2
Pennsylvania and New York Canal and			1	11	5		6	11
Philadelphia and Baltimore Cent'l,		2		1	1		1	3
Philadelphia and Erie.....		4	3	46	6	9	9	59
Philadelphia and Reading.....	2	13	6	11	34	36	42	60
Philadelphia and Trenton.....	4	18	3	6	6	12	13	36
Philadelphia, Wilmington and Bal- timore		1	3	3	12	7	15	11
Pittsburg, Cincinnati and St. Louis,			5	7	10	2	15	9
Pittsburg and Connellsville.....		5	11	18	7	13	18	36
Pittsburg, Ft. Wayne and Chicago,	1	1	5	12	8	20	14	33
Pittsburg, Virginia and Charleston,					1		1	
Pittsburg and Castle Shannon.....			1		1		2	
Reading and Columbia.....	1		2	1			3	1
Shamokin Valley and Pottsville....				4	1	2	1	6
Shenango and Allegheny.....			1	2			1	2
Summit Branch.....						1		1
Susquehanna, Gettysburg and Po- tomac						1		1
West Chester and Philadelphia....					2		2	
Wilmington and Reading.....		3		3		1		7
Western Maryland.....			2				2	
	16	93	179	726	345	323	540	1,142

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allegheny Valley.....	\$2,256,300 00	\$2,256,350 00	\$2,256,400 00	\$2,256,400 00	\$2,256,400 00
Allentown.....	.....	567,544 47	568,744 47	568,744 47	568,744 47
Atlantic and Great Western.....	29,598,695 38	29,598,695 38	.....	39,458,700 00	34,671,543 00
Bald Eagle Valley.....	550,000 00	550,000 00	550,000 00	550,000 00	550,000 00
Barelay Coal Company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Bedford and Bridgeport.....	75,455 00	241,924 70	353,860 60	356,952 10	357,227 10
Belleville and Snow Shoe.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Berks County.....	.....	.....	92,955 00	189,790 00	194,715 00
Buffalo, Bradford and Pittsburg.....	2,286,000 00	2,286,000 00	2,286,000 00	2,286,000 00	2,286,000 00
Buffalo, Corry and Pittsburg.....	428,717 50	428,717 50	428,717 50	.....	.....
Buffalo, New York and Philadelphia.....	.....	.....	1,600,000 00	1,615,060 00	1,691,150 00
Bachman Valley.....	.....	.....	.....	66,604 40	66,742 31
Bell's Gap.....	.....	.....	.....	184,000 00	200,000 00
Baltimore, Philadelphia and New York.....	.....	.....	.....	.....	16,414 75
Catsauqua and Fogelsville.....	428,717 50	428,717 50	428,717 50	426,900 00	426,900 00
Catawissa.....	3,359,500 00	3,359,500 00	3,359,500 00	1,740,350 00	4,359,500 00
Chartiers.....	524,270 07	635,355 01	638,060 00	644,110 01	645,970 01
Chester Creek.....	167,200 00	185,000 00	185,000 00	185,000 00	185,000 00
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	871,900 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburg.....	7,482,225 00	7,897,950 00	11,223,200 00	11,230,500 00	11,230,950 00
Colebrookdale.....	46,900 00	47,165 00	47,165 00	47,165 00	47,215 00
Cornwall.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Columbia and Port Deposit.....	203,172 11	203,172 11	203,172 11	203,172 11	208,172 11
Conning, Cowanesque and Antrim.....	.....	.....	.....	1,600,000 00	1,600,000 00
Cumberland Valley.....	1,325,625 00	1,326,650 00	1,494,250 00	1,774,612 50	1,777,850 00
Connecting.....	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00
Cowanesque Valley.....	.....	.....	.....	87,795 22	.....
Chester Creek and Brandywine.....	.....	.....	.....	4,500 00	4,000 00
Chester and Delaware River.....	.....	.....	.....	.....	684,235 00
Danville, Hazleton and Wilkesbarre.....	18,808,850 00	18,838,850 00	20,000,000 00	23,500,000 00	23,500,000 00
Delaware, Lackawanna and Western.....	.....	.....	.....	30,803 23	31,603 23
Dillsburg and Mechanicsburg.....	.....	1,075,000 00	1,266,000 00	.....	.....
Dunkirk, Warren and Pittsburg.....	.....	.....	.....	1,300,000 00	1,300,000 00
Dunkirk, Allegheny Valley and Pittsburg.....	80,800 00	80,800 00	136,196 26	133,351 45	134,250 00
East Brandywine and Waynesburg.....	392,550 00	392,550 00	392,550 00	392,550 00	392,550 00
East Mahanoy.....	.....	.....	.....	.....	.....

East Pennsylvania	1,309,200 00	1,309,200 00	1,309,200 00	1,309,200 00	1,309,200 00
Elensburg and Cresson	42,000 00	42,000 00	42,000 00	42,000 00	42,000 00
Elmira and Williamsport	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Erie	86,536,910 00	86,536,910 00	86,536,910 00	86,536,910 00	86,536,910 00
Erie and Pittsburg	1,099,550 00	1,099,550 00	1,099,550 00	1,099,550 00	1,099,550 00
East Broad Top	409,250 00	409,250 00	409,250 00	409,250 00	409,250 00
Edgewood	2,663 06	2,663 06	2,663 06	2,663 06	2,663 06
Fayette County	125,395 71	125,395 71	125,395 71	125,395 71	125,395 71
Frankford and Holmesburg	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Hanover Junction and Susquehanna	116,850 00	116,850 00	116,850 00	116,850 00	116,850 00
Hanover Branch	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00
Harrisburg, Portsmouth, Mount Joy and Lancaster	102,720 00	102,720 00	102,720 00	102,720 00	102,720 00
Harrisburg and Potomac	8,544 60	8,544 60	8,544 60	8,544 60	8,544 60
Heimer, Cherrytree and Susquehanna	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00
Huntingden and Broad Top Mountain	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Ironton	604,777 50	604,777 50	604,777 50	604,777 50	604,777 50
Jamestown and Franklin	2,095,700 00	2,095,700 00	2,095,700 00	2,095,700 00	2,095,700 00
Jefferson	185,250 00	185,250 00	185,250 00	185,250 00	185,250 00
Jersey Shore, Pine Creek and Buffalo	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00
Junction	34,938,000 00	34,938,000 00	34,938,000 00	34,938,000 00	34,938,000 00
Lackawanna and Bloomsburg	260,250 00	260,250 00	260,250 00	260,250 00	260,250 00
Lackawanna	375,100 00	375,100 00	375,100 00	375,100 00	375,100 00
Lake Shore and Michigan Southern	18,158,600 00	18,158,600 00	18,158,600 00	18,158,600 00	18,158,600 00
Lancaster and Reading, (narrow gauge,)	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Lawrence	46,225 00	46,225 00	46,225 00	46,225 00	46,225 00
Lehigh and Lackawanna	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00
Lehigh Valley	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Lewisburg, Centre and Spruce Creek	187,048 65	187,048 65	187,048 65	187,048 65	187,048 65
Little Saw Mill Run	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Littlestown	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Little Schuylkill Navigation	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00
Lykens Valley	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Ligonier Valley	44,556 77	44,556 77	44,556 77	44,556 77	44,556 77
Lawrenceville and Evergreen	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
Lehigh and Eastern	54,000 00	54,000 00	54,000 00	54,000 00	54,000 00
M'Kean and Buffalo	115,120 00	115,120 00	115,120 00	115,120 00	115,120 00
Mifflin and Centre County	65,675 00	65,675 00	65,675 00	65,675 00	65,675 00
Mill Creek and Mine Hill	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mine Hill and Schuylkill Haven	3,969,100 00	3,969,100 00	3,969,100 00	3,969,100 00	3,969,100 00
Mount Carbon and Port Carbon	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Pleasant and Broad Ford	111,150 00	111,150 00	111,150 00	111,150 00	111,150 00
Mont Alto	52,000 00	52,000 00	52,000 00	52,000 00	52,000 00
Muncy Creek	123,600 00	123,600 00	123,600 00	123,600 00	123,600 00
Montrose	291,634 00	291,634 00	291,634 00	291,634 00	291,634 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Mount Oliver Inclined Plane.....				\$52,625 00	\$52,625 00
Monongahela Inclined Plane.....				75,000 00	75,000 00
Nesquehoning Valley.....	\$1,000,000 00	\$1,250,000 00	\$1,300,000 00	1,300,000 00	1,300,000 00
New Castle and Beaver Valley.....	605,000 00	605,000 00	605,000 00	605,000 00	605,000 00
Newry.....	11,025 00	11,025 00	11,025 00	11,150 00	11,150 00
Northern Central.....	5,000,000 00	5,601,700 00	5,842,000 00	5,842,000 00	5,842,000 00
North Pennsylvania.....	3,150,000 00	3,302,600 00	3,473,500 00	3,596,500 00	3,699,450 00
New Castle and Franklin.....				302,427 00	324,477 99
North-East Pennsylvania.....				81,550 00	81,500 00
New Castle Railroad and Mining.....	4,259,450 00	4,259,450 00	4,959,450 00	4,959,450 00	100,000 00
Oil Creek and Allegheny River.....					4,959,450 00
Peach Bottom.....	33,850,000 00	41,339,475 00	32,881 05	138,764 16	200,875 34
Pennsylvania.....	4,000,000 00	4,000,000 00	53,271,937 50	68,144,475 00	68,719,400 00
Pennsylvania Coal.....	101,939 38	132,412 00	4,000,000 00	4,000,000 00	5,000,000 00
Pennsylvania and Delaware.....			483,297 50	900,000 00	900,000 00
Pennsylvania and New York Canal and.....	2,811,700 00	3,061,700 00	3,561,700 00	4,061,700 00	4,561,700 00
Pennsylvania Petroleum.....				750,000 00	760,000 00
Perkionen.....	37,890 00	37,890 00	37,890 00	38,040 00	38,040 00
Philadelphia and Baltimore Central.....	220,606 11	220,606 11	220,606 11	220,606 11	220,606 00
Philadelphia and Erie.....	8,404,300 00	8,450,000 00	8,450,000 00	8,448,700 00	8,448,700 00
Philadelphia and Norristown.....	1,626,250 00	2,231,900 00	2,231,900 00	2,231,900 00	2,246,900 00
Philadelphia and Newtown.....			74,760 00	199,360 00	300,000 00
Philadelphia and Reading.....	30,401,600 28	31,566,575 28	34,236,175 28	34,270,575 28	34,274,575 28
Philadelphia and Trenton.....	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore.....	9,562,650 00	10,997,900 00	11,485,750 00	11,507,750 00	11,507,750 00
Piekering Valley.....		90,855 00	92,125 00	92,875 00	92,875 00
Pithole Valley.....			250,000 00	250,000 00	250,000 00
Pittsburg, Cincinnati and St. Louis.....	5,424,350 00	5,424,350 00	8,433,550 00	8,433,750 00	8,433,750 00
Pittsburg and Connellsville.....	1,794,576 43	1,958,976 43	1,960,682 43	1,960,682 45	1,960,682 45
Pittsburg, Fort Wayne and Chicago.....	19,714,285 71	19,714,285 71	22,214,285 71	23,814,285 71	23,814,285 71
Pittsburg, Virginia and Charleston.....		277,188 11	618,564 11	673,264 31	673,264 31
Plymouth.....	12,050 00	12,050 00	12,050 00	12,500 00	12,500 00
Parker and Karns City.....				47,356 22	75,000 00
Pittsburg and Castle Shannon.....				446,920 80	542,259 30
Pennsylvania Inland.....				3,510 00	3,510 00
Philadelphia and Chester County.....				32,210 00	85,220 00
Pennsylvania and Western.....					90,000 00

RAILROAD REPORT.

xlix

Philadelphia and Merion.....	507,268 09	507,268 09	507,268 09	508,268 09	1,200 00
Reading and Columbia.....				508,268 09	508,268 09
Salisbury and Baltimore.....				99,900 00	89,900 00
Schuylkill Valley.....	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Selinsgrove and North Branch.....				2,680 00	54,000 00
Shamokin Valley and Pottsville.....	869,450 00	869,450 00	869,450 00	869,450 00	869,450 00
Shenango and Allegheny.....	159,925 00	159,925 00	159,925 00	199,000 00	200,000 00
Somerset and Mineral Point.....	54,290 00	55,000 00	55,000 00	55,900 00	55,900 00
South Mountain.....				386,439 39	557,803 35
Southern Pennsylvania Railway and Mining Company.....				800,000 00	800,000 00
Southwark.....	58,468 00	58,468 00	58,468 00	58,468 00	58,468 00
Stony Creek.....				134,675 00	141,600 00
Sullivan and Erie.....				1,400,000 00	1,500,000 00
Summit Branch.....	2,502,250 00	2,502,250 00	2,502,250 00	2,502,250 00	3,883,900 00
Susquehanna, Gettysburg and Potomac.....	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
Sunbury and Lewistown.....	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
South-West Pennsylvania.....				359,857 50	415,830 00
Sherman's Valley.....				12,000 00	37,800 00
Spring Brook.....				37,800 00	37,800 00
Schuylkill and Susquehanna.....	1,296,150 00	1,296,150 00	1,296,150 00		63,800 00
Sharpsville, Wheatland, Sharon and Greenfield.....					10,250 00
Shenango Valley and Alliance.....					580,900 00
Tioga.....	580,900 00	580,900 00	580,900 00	580,900 00	580,900 00
Tresekow.....	65,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Tyrone and Clearfield.....	510,000 00	510,000 00	510,000 00	510,000 00	782,000 00
Uniontown and West Virginia.....					80,000 00
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Philadelphia.....	684,045 83	681,650 00	681,100 00	823,950 00	823,950 00
Western Pennsylvania.....	1,022,450 00	1,022,450 00	1,022,450 00	1,022,450 00	1,022,450 00
West Chester and Phoenixville.....				13,000 00	13,000 00
Wheeling, Pittsburg and Baltimore.....				500,000 00	500,000 00
Wilmington and Reading.....	754,717 37	757,728 74	759,062 88	759,627 88	759,627 88
Wilmington and Western.....				244,380 00	249,032 50
Wellsboro' and Lawrenceville.....	248,980 00	1,000,000 00	1,000,000 00		679,700 00
Western Maryland.....					
	354,318,423 95	393,670,886 84	421,477,930 56	478,701,873 58	482,931,393 50

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allegheny Valley.....	\$4,258,819 59	\$4,463,437 19	\$4,825,202 80	\$5,214,691 31	\$5,224,222,322 93
Allentown.....		579,081 23	613,032 50	619,119 84	687,009 47
Atlantic and Great Western.....	29,999,900 00	29,999,900 00	56,992,240 00	74,971,088 00	71,109,864 44
Bald Eagle Valley.....	471,200 00	460,900 00	454,900 00	443,900 00	436,900 00
Barclay Coal Company.....	107,000 00	93,000 00	79,000 00	27,000 00	15,900 00
Bedford and Bridgeport.....		500,000 00	1,010,000 00	1,052,404 68	1,054,955 68
Bellefonte and Snow Shoe.....	99,000 00	99,000 00	99,000 00	99,000 00	99,000 00
Berks County.....				818,524 64	1,828,761 08
Buffalo, Bradford and Pittsburg.....	583,500 00	583,500 00	583,500 00	583,000 00	583,000 00
Buffalo, Corry and Pittsburg.....	1,143,663 60	1,663,673 96	1,248,229 97		
Buffalo, New York and Philadelphia.....			2,307,271 08		
Bachman Valley.....				3,811,444 51	4,107,639 79
Bell's Gap.....				50,000 00	45,000 00
Baltimore, Philadelphia and New York.....				216,890 00	215,000 00
Catawissa.....	441,850 00	1,740,350 00	1,740,350 00	1,740,350 00	1,740,350 00
Chartiers.....	266,649 17	460,484 39	500,000 00	501,298 03	509,929 15
Chester Creek.....	185,000 00	185,000 00	185,000 00	185,000 00	185,000 00
Chester Valley.....	955,000 00	972,500 00	990,000 00	1,007,500 00	1,025,000 00
Cleveland and Pittsburg.....	3,772,500 00	3,859,500 00	3,825,500 00	4,465,500 00	5,005,500 00
Colebrookdale.....	604,361 61	641,077 47	673,709 84	719,554 16	764,091 00
Columbia and Port Deposit.....	186,597 36	355,409 09	660,457 52	887,870 36	1,248,402 26
Cumberland Valley.....	352,300 00	352,300 00	352,300 00	352,300 00	352,300 00
Connecting.....	1,000,000 00	996,000 00	991,000 00	991,000 00	1,136,814 04
Cowanesque Valley.....				230,718 08	130,386 76
Chester and Delaware River.....					
Danville, Hazleton and Wilkesbarre.....		1,554,000 00	1,560,000 00	1,815,000 00	1,447,000 00
Delaware, Lackawanna and Western.....	5,958,000 00	7,063,917 90	9,633,544 73	7,832,222 75	7,678,638 99
Dillsburg and Mechanicsburg.....			100,000 00	139,632 92	138,816 66
Dunkirk, Warren and Pittsburg.....		1,245,000 00	1,589,907 65		
Dunkirk, Allegheny Valley and Pittsburg.....				3,200,000 00	3,426,645 15
East Brandywine and Waynesburg.....	177,000 00	177,000 00	117,000 00	227,000 00	249,100 00
East Pennsylvania.....	495,900 00	495,900 00	405,900 00	495,900 00	495,900 00
Elbensburg and Cresson.....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Elmira and Williamsport.....	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Eric.....	23,398,300 00	26,398,800 00	28,912,301 26	40,631,246 21	48,123,017 34
Eric and Pittsburg.....	2,577,504 00	3,177,000 00	3,327,000 00	3,327,000 00	3,467,000 00
East Broad Top.....				188,000 00	585,427 18

RAILROAD REPORT.

11

Frankford and Holmesburg.....	75,632 02	50,000 00	55,342 36	55,342 36	55,342 36
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Harrisburg, and Potomac.....	.....	.....	225,860 00	225,860 00	263,731 44
Homer, Cherrytree and Susquehanna.....	2,005,095 66	.....	.....	6,000 00	7,000 00
Huntingdon and Broad Top Mountain.....	130,000 00	2,157,025 66	2,270,941 09	2,270,966 09	2,268,640 29
Ironton.....	1,852,621 95	1,923,322 59	1,974,436 90	1,900,743 20	2,027,851 19
Jamestown and Franklin.....	2,300,000 00	2,300,000 00	2,300,000 00	2,300,000 00	2,300,000 00
Jefferson.....	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Junction.....	.....	.....	.....	.....	.....
Lawrenceville and Evergreen.....	2,466,335 00	2,452,270 97	2,449,261 13	.....	12,500 00
Lackawanna and Bloomsburg.....	25,721,553 26	29,929,815 36	35,167,523 53	38,375,606 19	36,511,000 00
Lake Shore and Michigan Southern.....	.....	.....	.....	377,457 59	.....
Lancaster and Reading, (narrow gauge.).....	.....	.....	.....	.....	.....
Lawrence.....	365,000 00	355,000 00	380,000 00	355,000 00	346,000 00
Lehigh and Lackawanna.....	310,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Lehigh Valley.....	6,002,417 16	9,864,142 12	9,754,000 00	12,712,643 23	16,859,000 00
Lewisburg, Centre and Spruce Creek.....	.....	.....	1,545,000 00	1,545,000 00	1,585,147 10
Little Saw Mill Run.....	31,176 90	31,525 45	34,000 56	33,217 26	74,702 77
Littlestown.....	46,150 99	40,685 83	41,500 00	40,000 00	40,000 00
Little Schuylkill Navigation.....	783,500 00	771,509 09	759,500 00	747,509 00	735,500 00
Ligonier Valley.....	.....	.....	.....	.....	8,862 10
McKean and Buffalo.....	.....	.....	.....	.....	20,000 00
Mifflin and Centre County.....	188,500 00	188,500 00	205,242 51	215,261 22	202,517 55
Mount Pleasant and Broad Ford.....	.....	43,173 02	42,482 64	45,463 85	38,007 44
Mont Alto.....	.....	.....	.....	125,000 00	125,000 00
Muney Creek.....	.....	100,000 00	135,000 00	151,000 00	165,800 00
Montrose.....	.....	.....	.....	74,721 81	54,572 85
Mount Oliver Inelined Plane.....	.....	.....	.....	72,550 38	79,105 18
New Castle and Beaver Valley.....	95,300 00	90,300 00	88,300 00	55,300 00	2,700 00
Newry.....	11,258 00	10,778 99	10,778 99	10,778 99	10,778 99
Northern Central.....	8,101,084 27	7,937,327 83	11,580,259 01	12,123,797 72	13,499,000 00
North Pennsylvania.....	3,952,887 50	4,069,038 72	4,105,894 40	4,708,485 37	5,330,000 00
North-East Pennsylvania.....	.....	.....	.....	193,768 50	229,702 85
New Castle and Franklin.....	.....	.....	.....	254,192 00	573,876 28
New Castle Railroad and Mining.....	.....	.....	.....	.....	2,423 83
Oil Creek and Allegheny River.....	3,170,000 00	3,180,000 00	3,680,000 00	3,429,104 81	4,065,328 89
Peach Bottom.....	.....	.....	.....	84,614 00	224,678 16
Pennsylvania.....	27,682,389 90	30,791,543 23	33,039,846 15	42,251,397 24	48,430,600 16
Pennsylvania Coal.....	731,000 00	967,500 00	911,500 00	1,052,500 00	1,109,500 00
Pennsylvania and Delaware.....	.....	800,000 00	700,000 00	1,673,346 21	1,623,093 99
Pennsylvania and New York Canal and Perkionen.....	3,000,000 00	3,415,007 85	3,351,234 23	3,074,017 48	3,000,000 00
Philadelphia and Baltimore Central.....	857,415 46	1,021,760 99	1,159,484 61	1,842,278 00	1,880,748 28
.....	1,426,600 20	1,500,288 87	1,553,413 53	1,546,945 52	1,500,000 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Philadelphia and Erie.....	\$13,207,564 00	\$14,149,392 00	\$15,303,966 00	\$17,454,228 13	\$17,630,189 77
Philadelphia and Newtown.....				221,000 00	128,400 00
Philadelphia and Reading.....	10,154,970 08	21,936,483 00	29,342,169 00	40,809,960 83	54,374,883 08
Philadelphia, Wilmington and Baltimore.....	2,612,220 00	1,768,366 56	2,060,303 63	2,247,249 34	2,356,874 51
Pickering Valley.....		443,012 92	462,352 67	493,662 90	524,076 69
Pithole Valley.....		103,247 01	117,131 93	124,254 91	131,726 99
Pittsburg, Cincinnati and St. Louis.....	10,127,020 26	13,474,262 00	11,853,625 02	15,382,767 63	16,293,984 25
Pittsburg and Connellsville.....	6,318,537 91	7,460,775 32	8,243,204 09	11,776,578 68	12,168,535 41
Pittsburg, Ft. Wayne and Chicago.....	13,681,229 62	13,680,229 62	13,637,229 62	13,568,229 62	13,548,229 62
Pittsburg, Virginia and Charleston.....				944,691 67	1,409,728 26
Plymouth.....	267,271 83	274,495 19	274,495 19	274,495 19	274,495 19
Parker and Karns City.....				100,405 00	151,962 12
Pittsburg and Castle Shannon.....				473,896 68	395,189 26
Philadelphia and Chester County.....					13,900 00
Reading and Columbia.....	2,056,404 83	2,033,742 90	2,093,494 59	2,215,910 64	2,282,295 60
Salisbury and Baltimore.....					19,537 53
Selinsgrove and North Branch.....					7,000 00
Shamokin Valley and Pottsville.....	700,000 00	700,000 00	1,988,000 00	1,994,000 00	1,994,000 00
Shenango and Allegheny.....	555,000 00	638,000 00	780,000 00	924,315 09	1,104,038 90
Somerset and Mineral Point.....		65,000 00	89,689 15	86,080 15	90,063 27
South Mountain Iron Company's.....	381,000 00	381,000 00	377,500 00	377,500 00	377,500 00
South Mountain.....				103,210 61	118,500 00
Southern Pennsylvania Railway and Mining Co.....				667,000 00	635,500 00
Stony Creek.....			82,313 62	313,373 75	372,217 33
Sullivan and Erie.....			1,204,631 61	1,196,992 50	
Summit Branch.....		174,000 00	145,000 00	115,000 00	684,000 00
Sunbury and Lewistown.....	201,000 00	1,400,000 00	1,400,000 00	1,400,000 00	
South-West Pennsylvania.....				590,815 86	840,000 00
Spring Brook.....				2,000 00	19,000 00
Schuylkill and Susquehanna.....	215,987 52	143,059 14	109,787 62		
Sharpsville, Wheatland Sharon and Greenfield.....					8,948 83
Tioga.....	243,000 00	243,000 00	243,000 00	239,500 00	239,500 00
Treackow.....		40,417 70	60,003 64	60,003 64	74,930 47
Tyrone and Clearfield.....	479,330 06	387,153 88	332,359 99	313,566 98	60,281 53
Uniontown and West Virginia.....			42,859 10		
West Chester and Philadelphia.....	1,064,500 00	1,197,300 00	1,189,800 00	1,100,000 00	1,100,000 00
Western Pennsylvania.....	2,648,734 68	2,707,813 36	2,823,554 70	3,000,000 00	3,000,000 00

Wheeling, Pittsburg and Baltimore.....	.....	79,641 65	79,641 65	79,641 65	79,641 65
Wilmington and Reading.....	.....	3,458,062 55	2,990,116 82	2,990,116 82	3,458,062 55
Wilmington and Western.....	.....	623,223 74	591,598 74	591,598 74	623,223 74
Western Maryland.....	.....	3,875,816 00	.....	.....	3,875,816 00
	218,150,830 97	281,764,734 29	341,892,323 62	417,126,061 03	471,633,998 02

COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Bald Eagle Valley.....	7	6	7	8	8
Barclay Coal Company.....	*\$2 50	*\$3 00	7	6	7
Bellefonte and Snow Shoe.....	*75	*75	*\$1 50	*75	\$1 50
Catasauqua and Fogelsville.....	6	6	6	6	6
Catawissa.....	†7	†7	‡3½	‡3½	3½-1-\$1 43-43½
Chester Creek.....	6	6	6	6	6
Chestnut Hill.....	12	12	12	12	6
Cleveland and Pittsburg.....	10	10			17
Cornwall.....	16	16	16	16	11
Corning, Cowanesque and Antrim.....				3½	3½
Cumberland Valley.....	8	8	8	8	18
Connecting.....	6	6	6	6	6
Delaware, Laekawanna and Western,	10	10-||6	10	10	12½
East Mahanoy.....	6	6	6	6	6
East Pennsylvania.....	6	6	6	6	6
Elmira and Williamsport.....	7-5	§7-5	§5-7	5-7	12
Erie.....			7	2¾-7	
Erie and Pittsburg.....	1¾	7	7	8	8¾
Fayette County.....	§\$3 80	§\$3 90	§\$4 00	7	8
Frankford and Holmesburg.....		3	3	3	3
Hanover Branch.....	10	10	10	10	5
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	7	7	7	7	7
Huntingdon and Broad Top Mountain,					6-7
Ironton.....				7	6
Lake Shore and Michigan Southern..	‡8-§10	‡8-§10	8-10	8-10	10
Lawrence.....		7	10	10	10
Lehigh Valley.....	10	10	10	10	10
Little Saw Mill Run.....	10	10	10	10	10
Littlestown.....				6	3
Little Schuylkill Navigation.....	7¾	6½	7	7	7
Lykens Valley.....	10	10	10½	10-1	10
Mill Creek and Mine Hill.....	10	10		10	
Mine Hill and Schuylkill Haven.....	7½	7½	7	7½	10
Mount Carbon and Port Carbon.....	12	12	12½	12	7½
Mount Pleasant and Broad Ford.....					12
Monongahela Inclined Plane.....				11	12
Nesquehoning Valley.....	10		10	10	
New Castle and Beaver Valley.....	10	11	10	10	
Nesquehoning Valley.....	10		10	10	10
New Castle and Beaver Valley.....	10	11	10	10	10
Northern Central.....	6	6	6	6	3½
North Pennsylvania.....	*5	*5	*5	5	5
Oil Creek and Allegheny River.....	12½	7½	6½	6	
Pennsylvania.....	10	10	10	10	10
Pennsylvania Coal.....	20	20	20	20	45
Penn'a and New York Canal and.....				2½	10
Philadelphia, Germantown and Nor-					
ristown.....	10	9	12	12	6
Philadelphia and Reading.....	10	10	10	10	10
Philadelphia and Trenton.....	10	8	10	10	10
Philadelphia, Wilmington and Balti-					
more.....	8	8	8	8	8
Pittsburg, Ft. Wayne and Chicago... Schuylkill Valley.....	7 5	7 5	7 5	7 5	7 10
Shamokin Valley and Pottsville.....	6	6	6	6	6
Southwark.....	6	6	6	6	6
Summit Branch.....	6	6	6	6	6
South-West Pennsylvania.....					3
West Chester and Philadelphia.....				4	8

*Per share. †Per share on scrip, and 5 per cent. on common, and 7 per cent. on preferred stock. ‡On common stock, and 5½ due the State. ||In stock. §Scrip dividend and preferred stock. ¶Scrip.

RAILROAD REPORT.

17

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allegheny Valley	\$8,316,616 70	\$9,747,216 05	\$10,653,410 93	\$12,332,317 30	\$24,636,755 25
Allentown	1,054,289 39	1,054,629 39	1,078,438 82	1,078,438 82
Atlantic and Great Western	81,245,071 46
Bald Eagle Valley	1,050,000 00
Barclay Coal Company
Bedford and Bridgeport
Bellefonte and Snow Shoe
Berks County
Buffalo, Bradford and Pittsburgh
Buffalo, Corry and Pittsburgh
Buffalo, New York and Philadelphia
Bachman Valley
Bell's Gap
Baltimore, Philadelphia and New York
Cataqua and Fogelsville
Catawissa
Chartiers
Chester Creek
Chester Valley
Chestnut Hill
Cleveland and Pittsburgh
Colebrookdale
Cornwall
Columbia and Port Deposit
Corning, Cowanesque and Antrim
Cumberland Valley
Connecting
Cowanesque Valley
Chester and Delaware River
Danville, Hazleton and Wilkesbarre
Delaware and Hudson Canal
Delaware, Lackawanna and Western
Dillsburg and Mechanicsburg
Dunkirk, Warren and Pittsburgh
Dunkirk, Allegheny Valley and Pittsburg
East Brandywine and Waynesburg
East Mahanoy

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
East Pennsylvania.....	\$1,484,290 12	\$1,484,290 12	\$1,484,290 12	\$1,484,290 12	\$1,484,290 12
Ebensburg and Cresson.....	122,000 00	122,000 00	122,000 00	122,000 00	122,000 00
Elmhira and Williamsport.....	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Erie.....	73,945,587 02	106,904,362 22	108,807,687 26	111,630,092 26	115,075,900 87
Erio and Pittsburg.....	4,518,978 62	4,771,423 51	4,923,002 51	4,939,344 52	5,070,469 01
East Broad Top.....				564,618 73	984,042 55
Edgewood.....				1,163 06	26,483 05
Fayette County.....	120,000 00	120,000 00	130,000 00	130,000 00	130,000 00
Frankford and Holmesburg.....	159,427 07	159,427 07	159,427 07	159,427 07	159,427 07
Hanover Branch.....	257,890 00	260,000 00	269,371 88	288,371 06	290,516 18
Harrisburg, Portsmouth, Mount Joy and Lancaster.....			1,882,550 00	1,882,550 00	1,882,550 00
Homer, Cherrytree and Susquehanna.....			130,105 00	269,250 00	350,730 00
Huntingdon, and Broad Top Mountain.....			12,745 84	13,201 24	13,201 24
Ironton.....	2,738,811 14	2,792,475 16	3,159,769 02	4,154,801 27	4,184,917 57
Honer, Cherrytree and Susquehanna.....	268,000 00	268,000 00	268,000 00	268,000 00	268,000 00
Huntingdon, and Broad Top Mountain.....	2,414,316 28	2,463,074 15	2,483,001 87	2,501,697 40	2,504,888 19
Jefferson.....	4,395,700 00	4,395,700 00	4,395,700 00	4,395,700 00	4,396,050 00
Jersey Shore, Pine Creek and Buffalo.....				647,000 00	727,956 95
Junction.....	898,324 25	898,324 25	898,324 25	898,324 25	927,383 12
Lawrenceville and Evergreen.....					10,000 00
Lackawanna and Bloomsburg.....	3,950,000 00	3,959,678 42	4,121,244 12	75,949,742 89	79,159,999 61
Lake Shore and Michigan Southern.....	54,131,089 49	58,778,875 69	66,144,676 24	75,105,733 28	142,041 43
Lancaster and Reading, (narrow gauge).....					787,591 66
Lawrence.....	619,944 35	633,170 10	637,607 32	715,937 88	675,100 00
Lehigh and Lackawanna.....		675,100 00	675,100 00	675,100 00	675,100 00
Lehigh and Susquehanna.....			12,462,781 25	12,754,395 17	13,223,345 88
Lehigh Valley.....	18,338,237 93	19,230,730 29	19,750,425 49	20,480,162 45	20,618,771 02
Lewisburg, Centre and Spruce Creek.....			812,066 65	1,256,545 44	1,936,805 60
Little Saw Mill Run.....	100,657 47	100,657 47	115,261 48	123,127 04	123,127 04
Littlestown.....	86,240 00	115,616 00	115,616 00	115,616 00	115,616 00
Little Schuylkill Navigation.....	1,466,283 14	1,416,187 80	1,416,187 80	1,416,187 80	1,416,187 80
Lykens Valley.....			595,727 24	595,767 24	595,767 24
Ligonier Valley.....				43,888 93	58,516 15
M ^{rs} Kean and Buffalo.....					120,000 00
Mifflin and Centre County.....	254,115 32	247,015 32	264,243 70	265,075 89	266,318 74
Mill Creek and Mine Hill.....	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mine Hill and Schuylkill Haven.....	3,814,957 42	3,905,600 00	3,969 100 00	3,992,050 00	4,022,500 00

RAILROAD REPORT.

lviii

Mount Carbon and Old Carbon.....	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Pleasant and Broad Ford.....	154,632 64	154,632 64	154,632 64	154,632 64	154,632 64
Mont Alto.....					
Muncy Creek.....			148,640 00		
Montrose.....					
Mount Oliver Inclined Plane.....					
Monongahela Inclined Plane.....					
Nesquehoning Valley.....	1,004,624 25	1,152,968 23	1,206,385 40	1,206,385 40	1,206,385 40
New Castle and Beaver Valley.....	730,249 17	731,885 64	799,412 39	810,480 51	819,686 66
Newry.....	22,283 00	22,657 31	22,657 31	22,657 31	22,657 31
Northern Central.....	14,097,097 52	14,534,464 66	14,890,237 75	15,429,883 90	16,178,773 84
North Pennsylvania.....	7,258,861 29	7,981,830 02	8,295,709 25	8,459,576 47	8,733,120 09
North-East Pennsylvania.....				228,381 73	279,872 73
New Castle and Franklin.....				551,969 56	897,740 09
Oil Creek and Allegheny River.....	8,126,996 49	8,344,717 07	9,562,877 77	9,623,963 51	9,614,313 00
Peach Bottom.....		1,526 00	25,263 14	223,538 16	461,394 10
Pennsylvania.....	33,806,907 00	34,610,180 70	42,450,207 68	48,277,666 09	50,706,802 02
Pennsylvania Coal.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania and Delaware.....	100,625 00	1,200,000 00	1,200,000 00	2,502,000 00	2,502,000 00
Pennsylvania and New York Canal and.....	5,231,883 39	5,715,239 98	5,715,239 98	6,142,827 11	6,502,733 94
Pennsylvania Petroleum.....				750,000 00	760,000 00
Perkiomen.....	876,597 28	989,404 26	1,091,624 47	1,388,700 26	1,660,142 73
Philadelphia and Baltimore Central.....	1,777,649 94	1,981,592 47	1,983,952 70	1,988,850 55	1,988,913 56
Philadelphia and Erie.....	20,368,736 00	20,799,470 00	21,139,470 00	23,644,262 00	24,195,833 00
Philadelphia, Germantown and Norristown.....	1,502,042 63	1,514,800 01	1,514,800 01	1,514,800 01	1,514,800 01
Philadelphia and Newtown.....				440,400 00	692,051 39
Philadelphia and Reading.....	31,776,473 07	38,677,075 48	42,293,340 52	45,319,348 89	46,186,610 83
Philadelphia and Trenton.....	1,497,604 53	1,545,950 41	1,534,478 76	1,534,478 76	1,552,115 76
Philadelphia, Wilmington and Baltimore.....	10,374,468 40	11,001,030 05	11,890,736 59	11,814,765 89	11,939,346 05
Pickering Valley.....		468,478 64	472,837 77	474,531 54	475,149 04
Pithole Valley.....		100,000 00	100,000 00	101,764 67	101,945 67
Pittsburg, Cincinnati and St. Louis.....	16,154,804 16	18,025,618 54	18,835,787 08	19,682,344 34	19,753,883 23
Pittsburg and Connellsville.....	5,030,987 94	7,951,446 90	12,285,397 89	12,614,274 07	12,428,637 27
Pittsburg, Ft. Wayne and Chicago.....	24,849,193 49	25,475,572 55	26,867,636 80	28,412,553 00	28,977,932 33
Pittsburg, Virginia and Charleston.....		145,588 79	709,310 46	1,143,393 57	1,273,379 41
Plymouth.....	267,271 83	274,495 19	274,495 19	274,495 19	274,495 19
Parker and Karns City.....				147,761 22	273,135 33
Pittsburg and Castle Shannon.....				454,426 83	502,552 38
Pennsylvania Inland.....				3,500 00	3,500 00
Philadelphia and Chester County.....				61,577 65	61,735 00
Philadelphia and Merion.....					
Reading and Columbia.....	2,213,121 46	2,260,739 23	2,282,652 94	2,292,999 73	2,314,642 67
Salisbury and Baltimore.....				89,388 07	96,092 86

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Schoenkill Valley.....	\$576, 840 94	\$576, 840 94	\$576, 840 94	\$576, 840 94	\$576, 840 94
Selinsgrove and North Branch.....	1, 569, 450 00	1, 569, 450 00	1, 569, 450 00	2, 400 00	61, 000 00
Shamokin Valley and Pottsville.....	702, 495 00	797, 925 00	978, 280 00	1, 208, 050 00	2, 863, 450 00
Shenango and Allegheny.....		130, 000 00	140, 000 00	1, 178, 102 21	1, 254, 188 97
Somerset and Mineral Point.....	385, 464 12	386, 808 66	386, 808 66	140, 000 00	140, 000 00
South Mountain.....				388, 480 63	388, 480 63
Southern Pennsylvania Railway and Mining Company.....				489, 550 00	696, 303 00
Southwark.....			58, 468 00	973, 750 00	973, 750 00
Stony Creek.....			216, 955 36	58, 468 00	58, 468 00
Sullivan and Erie.....			1, 597, 718 14	455, 445 46	488, 414 70
Summit Branch.....	988, 902 37	988, 902 37	988, 902 37	1, 597, 718 14	.....
Susquehanna, Gettysburg and Potomac.....	181, 000 00	181, 000 00	181, 000 00	988, 902 37	988, 902 37
Sunbury and Lewisdown.....	1, 900, 000 00	1, 900, 000 00	1, 900, 000 00	181, 000 00	181, 000 00
South-West Pennsylvania.....				1, 900, 000 00	.....
Spring Brook.....				963, 837 00	1, 199, 427 59
State Line and Juniata.....				39, 800 00	58, 800 00
Schoenkill and Susquehanna.....	1, 288, 538 78	1, 283, 490 25	1, 283, 490 25	33, 325 31	.....
Shenango Valley and Alliance.....				.....	4, 500 00
Sharpsville, Wheatland, Sharon and Greenfield.....				71, 839 69	71, 839 69
Tioga.....	1, 230, 792 06	1, 247, 198 95	1, 255, 013 85	1, 354, 301 52	1, 356, 547 04
Trescow.....	166, 080 66	170, 417 70	190, 003 64	203, 730 47	204, 930 47
Tyrone and Clearfield.....	986, 330 06	897, 153 58	842, 359 99	823, 566 98	1, 213, 204 58
Uniontown and West Virginia.....			80, 114 50	.....	.....
West Chester.....	202, 886 79	206, 486 79	205, 486 79	205, 486 79	205, 486 79
West Chester and Philadelphia.....	1, 498, 807 16	1, 490, 437 16	1, 509, 317 43	1, 694, 982 49	1, 705, 205 17
Western Pennsylvania.....	3, 671, 184 68	3, 730, 263 36	3, 846, 004 90	3, 950, 872 11	3, 972, 459 79
Wilcox and Howard Hill Improvement Company.....				57, 520 39	62, 696 04
Wilmington and Reading.....	2, 312, 374 77	2, 680, 462 51	2, 899, 229 49	3, 329, 089 31	3, 514, 627 33
Wilmington and Western.....		682, 228 14	682, 228 14	796, 516 57	799, 928 64
Wellsboro' and Lawrenceville.....	154, 000 00	626, 412 00	913, 289 00	.....	.....
Western Maryland.....				.....	4, 281, 126 05
			572, 295, 134 55	.....	744, 701, 826 99

RAILROAD REPORT.

lix

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allegheny Valley.....	507, 157	578, 084	779, 959	861, 239	831, 178
Atlantic and Great Western.....	625, 450	729, 393	913, 800	975, 646	1, 038, 836
Barclay Coal Company.....	22, 535	18, 762	17, 175	23, 347	19, 081
Bellefonte and Snow Shoe.....	20, 484	17, 798	19, 633	18, 323	16, 595
Buffalo, Corry and Pittsburg.....	90, 973	89, 344	68, 476	65, 542	.....
Buffalo, New York and Philadelphia.....	.....	.....	.....	234, 760	234, 056
Bachman Valley.....	.....	.....	.....	2, 765	3, 997
Bell's Gap.....	.....	.....	.....	1, 184	5, 273
Catsaquana and Fogelsville.....	21, 000	22, 430	25, 000	24, 000	18, 856
Catawissa.....	.....	.....	104, 662	.....	.....
Chartiers.....	.....	.....	.....	.....	.....
Cleveland and Pittsburg.....	.....	.....	.....	107, 209	117, 594
Corning, Cowanesque and Antrim.....	641, 162	609, 738	654, 758	703, 829	664, 879
Cumberland Valley.....	297, 605	302, 864	288, 831	93, 092	97, 237
Danville, Hazleton and Wilkesbarre.....	.....	8, 483	2, 599	321, 515	292, 554
Delaware and Hudson Canal.....	101, 676	95, 781	114, 431	144, 561	129, 150
Delaware, Lackawanna and Western.....	224, 916	234, 108	249, 578	223, 143	637, 575
Dunkirk, Warren and Pittsburg.....	.....	5, 228	65, 948	13, 970	.....
Dunkirk, Allegheny Valley and Pittsburg.....	.....	.....	.....	110, 090	134, 721
Elmira and Williamsport.....	105, 291	108, 714	117, 347	115, 890	124, 733
Erie.....	3, 275, 025	3, 509, 462	3, 598, 800	3, 922, 156	4, 223, 130
Erie and Pittsburg.....	.....	.....	265, 985	236, 659	204, 425
East Broad Top.....	.....	.....	.....	9, 643	30, 626
Frankford and Holmesburg.....	38, 916	89, 396	.....	.....	.....
Hanover Branch.....	36, 010	31, 903	34, 401	39, 854	44, 205
Huntingdon and Broad Top Mountain.....	46, 667	52, 246	59, 126	71, 869	73, 892
Jamestown and Franklin.....	.....	102, 577	99, 881	89, 870	.....
Junction.....	232, 630	205, 270	215, 230	275, 014	335, 189
Lawrenceville and Evergreen.....	.....	.....	.....	.....	31, 452
Lackawanna and Bloomsburg.....	354, 585	297, 828	362, 294	.....	.....
Lake Shore and Michigan Southern.....	2, 022, 371	1, 965, 092	1, 992, 273	2, 631, 099	3, 065, 673
Lawrence.....	.....	.....	72, 942	78, 053	76, 052
Lehigh and Lackawanna.....	.....	.....	18, 320	20, 675	21, 522
Lehigh and Susquehanna.....	.....	.....	498, 713	511, 500	644, 351
Lehigh Valley.....	847, 096	867, 271	967, 850	1, 096, 820	1, 169, 201
Littlestown.....	5, 412	4, 703	7, 618	13, 757	11, 698
Mont Alto.....	.....	.....	.....	7, 225	.....

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Muney Creek.....			8,433	8,690	17,202
Montrose.....				8,923	227,906
Mount Oliver Inclined Plane.....				219,083	464,735
Monongahela Inclined Plane.....				501,159	161,918
New Castle and Beaver Valley.....			165,266	171,711	865,680
Northern Central.....			746,288	813,561	1,052,859
North Pennsylvania.....			889,571	984,723	67,073
North-East Pennsylvania.....				40,984	21,989
New Castle and Franklin.....					313,162
Oil Creek and Allegheny River.....			559,926	445,707	6,088,103
Pennsylvania.....	4,352,769	4,699,985	5,250,393	5,879,684	4,691
Pennsylvania Coal.....			3,486	3,970	205,539
Pennsylvania and New York Canal and.....	163,292	187,119	190,309	191,584	288,191
Philadelphia and Baltimore Central.....	248,667	254,944	315,515	308,489	680,163
Philadelphia and Erie.....	662,155	684,881	839,793	777,273	
Philadelphia, Germantown and Norristown.....	2,806,120	513,981			
Philadelphia and Reading.....	24,034,039	5,766,934	6,383,991	6,790,088	6,964,869
Philadelphia and Trenton.....	1,371,840	1,276,762	1,561,080	1,747,216	1,757,720
Philadelphia, Wilmington and Baltimore.....	1,472,846	1,608,033	1,747,195	2,331,722	2,181,764
Pithole Valley.....		8,639	9,800	5,855	1,119
Pittsburg, Cincinnati and St. Louis.....	437,268	540,516	611,201	638,855	672,220
Pittsburg and Connellsville.....	531,011	700,423	781,994	859,533	936,501
Pittsburg, Ft. Wayne and Chicago.....	1,916,129	1,969,807	2,106,251	2,107,268	2,253,542
Pittsburg, Virginia and Charleston.....			4,000	110,188	284,336
Parker and Karns City.....				867	138,000
Pittsburg and Castle Shannon.....				29,497	67,703
Reading and Columbia.....	121,109	122,523	118,212	138,771	155,861
Shamokin Valley and Pottsville.....	42,567	41,009	44,597	47,865	68,425
Sherango and Allegheny.....	11,304	14,037	16,170	26,584	29,143
Somerset and Mineral Point.....			18,000	26,409	20,625
South Mountain Iron Company's.....	24,039	22,615	20,986	17,624	12,892
Stony Creek.....					45,070
Summit Branch.....	12,375	14,517	17,769	19,773	363,572
Susquehanna, Gettysburg and Potomac.....		23,221	28,477	9,054	27,610
Schuylkill and Susquehanna.....	48,626	49,885	16,961		
Tioga.....	98,478	100,041	93,170	107,885	101,195
West Chester and Philadelphia.....	682,336	737,473	821,911	871,393	874,183

Wheeling, Pittsburg and Baltimore.....	57,226	52,226	126,940	53,175	57,226
Wilmington and Reading.....	129,595	132,055	.....	132,365	129,595
Wilmington and Western.....	24,142	39,308	.....	1,813	24,142
Wilmington and Lawrenceville.....	.....	.....	.....	29,141	.....
Wellsboro' and Lawrenceville.....	255,392	.....	.....	.....	255,392
Western Maryland.....	.....	.....	.....	.....	.....
	42,297,158	.....	.....	.....	.....

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allegheny Valley.....	855, 556	1, 008, 798	1, 320, 289	1, 778, 638	1, 794, 965
Atlantic and Great Western.....	1, 639, 817	2, 061, 652	2, 691, 698	2, 712, 695	2, 709, 734
Bachman Valley.....					39, 272
Barclay Coal-Company.....	322, 560	321, 273	392, 847	344, 908	328, 363
Bellefonte and Snow Shoe.....	98, 673	94, 677	85, 422	109, 310	95, 632
Berks County.....					39, 372
Buffalo, Corry and Pittsburg.....	113, 588	96, 659	93, 217	109, 325	
Buffalo, New York and Philadelphia.....				158, 836	90, 788
Bell's Gap.....				20, 284	78, 892
Catasauqua and Fogelsville.....	379, 817	321, 661	409, 669	355, 030	265, 330
Catawissa.....	472, 154	487, 452	389, 120		
Chartiers.....					23, 679
Cleveland and Pittsburg.....	1, 277, 401	1, 606, 903	1, 868, 955	1, 981, 538	1, 441, 901
Cornwall.....	312, 289	292, 681	304, 508	301, 794	260, 049
Corning, Cowanesque and Antrim.....				1, 083, 222	827, 800
Cumberland Valley.....	297, 400	297, 367	321, 976	393, 128	415, 317
Danville, Hazleton and Wilkesbarre.....		28, 316	4, 048		
Delaware and Hudson Canal.....	2, 144, 635	1, 532, 549	2, 504, 000	2, 811, 594	2, 551, 084
Delaware, Lackawanna and Western.....	3, 398, 004	2, 363, 568	3, 347, 671	4, 448, 739	3, 653, 763
Dunkirk, Warren and Pittsburg.....		1, 532	43, 036	11, 932	
Dunkirk, Allegheny Valley and Pittsburg.....				94, 303	269, 794
Elmira and Williamsport.....	299, 635	360, 870	403, 460	523, 286	469, 021
Erie.....	4, 852, 505	4, 844, 208	5, 564, 274	6, 312, 702	6, 364, 276
Erie and Pittsburg.....			1, 141, 437	1, 025, 392	800, 947
East Broad Top.....				3, 835	11, 288
Hanover Branch.....	91, 831	84, 714	123, 424	170, 274	144, 338
Huntingdon and Broad Top Mountain.....	394, 995	442, 282	449, 748	617, 240	385, 239
Ironton.....	111, 949	82, 617	115, 876	100, 175	86, 831
Jamestown and Franklin.....		311, 148	332, 481	402, 506	
Lackawanna and Bloomsburg.....	2, 292, 308	1, 604, 843	2, 213, 010		
Lake Shore and Michigan Southern.....	2, 948, 108	3, 725, 425	4, 382, 243	5, 039, 429	5, 221, 267
Lawrence.....			294, 444	337, 677	339, 633
Lehigh and Lackawanna.....			29, 828	44, 107	31, 033
Lehigh and Susquehanna.....	2, 879, 447		2, 879, 447	3, 403, 372	3, 233, 361
Lehigh Valley.....	5, 421, 227	4, 809, 509	6, 307, 604	6, 898, 490	6, 608, 849
Little Sav Mill Run.....	232, 503	158, 565	157, 102	159, 057	87, 085
Littlestown.....	13, 581	15, 635	18, 388	32, 732	40, 845

RAILROAD REPORT.

lxiii

Mont Alto.....				13, 859	9, 609
Muncy Creek.....				12, 374	17, 009
Monroese.....				4, 276	9, 932
New Castle and Beaver Valley.....				628, 352	669, 644
Northern Central.....	1, 736, 447	1, 964, 013	2, 062, 050	2, 169, 217	2, 284, 695
North Pennsylvania.....	827, 079	666, 476	880, 119	996, 213	902, 322
North-East Pennsylvania.....				7, 927	10, 519
New Castle and Franklin.....					2, 569
Oil Creek and Allegheny River.....					649, 331
Pennsylvania.....	813, 496	813, 502	676, 500	556, 546	8, 626, 946
Pennsylvania Coal.....	5, 427, 401	6, 575, 843	7, 844, 779	9, 211, 231	1, 482, 095
Pennsylvania and New York Canal and.....	1, 340, 410	941, 863	1, 376, 772	1, 391, 454	1, 384, 292
Philadelphia and Baltimore Central.....	639, 449	862, 605	1, 268, 531	1, 328, 081	138, 294
Philadelphia and Erie.....	96, 833	109, 939	134, 307	138, 262	2, 243, 170
Philadelphia, Germantown and Norristown.....	1, 614, 287	1, 828, 491	2, 028, 568	2, 164, 246	
Philadelphia and Reading.....	7, 449, 925	9, 465, 572	10, 981, 657	11, 932, 262	11, 336, 261
Philadelphia and Trenton.....	763, 015	663, 196	1, 124, 640	1, 400, 983	1, 765, 336
Philadelphia, Wilmington and Baltimore.....	331, 493	348, 216	449, 780	500, 023	319, 748
Pithole Valley.....			12, 854	7, 966	7, 112
Pittsburg, Cincinnati and St. Louis.....	913, 906	1, 236, 803	1, 429, 115	1, 447, 957	1, 471, 207
Pittsburg and Connelville.....	580, 074	717, 299	980, 780	1, 130, 334	1, 233, 767
Pittsburg, Ft. Wayne and Chicago.....	1, 740, 584	2, 047, 114	2, 408, 162	2, 316, 568	2, 299, 120
Pittsburg, Virginia and Charleston.....			22, 392	4, 828	90, 927
Parker and Karns City.....					23, 000
Pittsburg and Castle Shannon.....				123	139, 843
Reading and Columbia.....	211, 612	294, 497	340, 171	382, 399	372, 851
Shamokin Valley and Pottsville.....	573, 860	750, 445	683, 631	760, 305	706, 071
Shenango and Allegheny.....	29, 550	50, 996	56, 220	165, 380	283, 963
Somerset and Mineral Point.....			8, 530	7, 500	
South Mountain Iron Company's.....			53, 987	56, 617	39, 953
Southern Pennsylvania Railway and Mining Company.....	40, 804	50, 049		23, 562	
Stony Creek.....					7, 186
Summit Branch.....	515, 347	538, 127	523, 539	517, 228	512, 021
Susquehanna, Gettysburg and Potomac.....		22, 906	19, 267	18, 367	22, 870
Schuylkill and Susquehanna.....	532, 022	827, 079	252, 821		6, 000
Tioga.....	764, 217	845, 385	865, 431	927, 476	671, 193
West Chester and Philadelphia.....	78, 996	85, 273	93, 448	94, 235	90, 602
Wheeling, Pittsburg and Baltimore.....		11, 637		11, 521	10, 693
Wilmington and Reading.....	81, 203	173, 243	264, 573	301, 084	240, 829
Wilmington and Western.....			1, 998	20, 030	111, 228
Wellsboro' and Lawrenceville.....				27, 130	90, 880
				82, 628, 400	78, 992, 785

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allegheny Valley.....	\$778,309 53	\$946,862 13	\$1,257,133 41	\$1,844,444 60	\$1,620,720 70
Atlantic and Great Western.....	2,720,153 29	3,510,861 17	4,596,229 65	3,571,061 32	3,768,152 41
Barelay Coal Company.....	114,009 10	107,258 40	104,389 36	113,953 44	82,478 31
Bellefonte and Snow Shoe.....	82,546 70	84,324 21	69,022 00	62,201 57	53,358 88
Buffalo, Corry and Pittsburg.....	186,802 89	202,621 82	237,755 47	292,486 96	.....
Buffalo, New York and Philadelphia.....	.....	.....	.....	349,716 84	35,654 17
Bachman Valley.....	.....	.....	.....	8,667 66	7,450 19
Bell's Gap.....	75,141 67	65,498 91	77,143 88	7,499 72	28,091 74
Catsaquia and Fogelsville.....	413,041 08	440,573 08	382,999 27	90,050 56	49,969 39
Catawissa.....	.....	.....	.....	.....	.....
Chartiers.....	.....	.....	.....	42,038 16	52,571 77
Cleveland and Pittsburg.....	1,448,395 04	1,490,059 30	1,572,772 49	1,815,730 61	1,388,464 41
Cornwall.....	36,785 47	30,581 50	37,371 25	27,423 21	26,133 98
Corning, Cowanesque and Antrim.....	.....	.....	.....	319,480 12	285,743 88
Cumberland Valley.....	227,626 01	236,815 95	293,074 61	236,739 43	274,260 87
Danville, Hazleton and Wilkesbarre.....	.....	12,016 65	6,487 38	.....	.....
Delaware and Hudson Canal.....	652,945 50	745,481 57	1,030,013 77	958,621 14	840,398 96
Delaware, Lackawanna and Western.....	2,565,519 76	1,670,818 80	1,878,713 47	2,748,162 46	2,126,818 40
Dillsburg and Mechanicsburg.....	.....	.....	.....	2,213 92	.....
Dunkirk, Warren and Pittsburg.....	.....	5,314 09	107,198 18	32,709 16	.....
Dunkirk, Allegheny Valley and Pittsburg.....	.....	.....	.....	175,738 37	288,071 73
Elmhurst and Williamsport.....	409,876 44	481,608 47	482,630 38	551,751 50	527,700 54
Erie.....	12,419,062 52	12,679,886 22	13,013,219 32	13,640,642 32	13,563,738 32
Erie and Pittsburg.....	.....	.....	536,346 46	678,846 63	487,325 49
East Broad Top.....	.....	.....	.....	6,083 52	25,570 83
Frankford and Holmesburg.....	2,147 75	10,620 72	.....	.....	.....
Hanover Branch.....	48,402 61	43,808 69	55,316 31	63,809 40	55,685 22
Huntingdon and Broad Top Mountain.....	167,022 33	174,214 75	187,688 46	309,239 79	184,738 72
Ironton.....	21,195 05	15,391 05	30,247 67	21,287 95	14,559 85
Jamestown and Franklin.....	.....	.....	102,458 73	169,778 67	137,335 26
Junction.....	65,363 61	65,417 67	66,875 38	79,020 76	.....
Lawrenceville and Evergreen.....	.....	.....	.....	.....	2,170 05
Lackawanna and Bloomsburg.....	801,302 39	480,536 24	583,552 71	.....	.....
Lake Shore and Michigan Southern.....	8,639,347 28	9,435,431 82	11,471,029 81	13,803,872 87	11,152,371 56
Lawrence.....	.....	.....	67,658 46	113,088 76	108,359 19
Lehigh and Lackawanna.....	.....	.....	36,226 53	28,710 91	28,708 09
Lehigh and Susquehanna.....	.....	.....	1,321,894 04	1,341,250 17	1,308,020 85

RAILROAD REPORT.

187

Lehigh Valley.....	3, 617, 407 38	3, 462, 029 78	3, 869, 686 98	3, 884, 859 97	3, 471, 418 36
Little Saw Mill Run.....	52, 248 89	29, 536 29	26, 188 79	33, 188 98	46, 656 64
Littlestown.....	9, 270 58	8, 702 42	6, 714 88	10, 161 02	14, 849 38
Little Schuylkill Navigation.....			185, 785 57		
Mont Alto.....				7, 903 99	4, 932 07
Muney Creek.....				4, 280 93	7, 983 57
Monongahela Inclined Plane.....			3, 125 50	11, 753 78	11, 758 11
Mount Oliver Inclined Plane.....				11, 635 35	9, 634 46
Montrose.....				4, 349 41	14, 314 50
New Castle and Beaver Valley.....			115, 560 74	160, 284 22	129, 855 20
Northern Central.....			2, 289, 136 98	2, 299, 421 05	2, 081, 381 59
North Pennsylvania.....	1, 885, 910 66	1, 965, 150 91	744, 616 73	931, 573 90	829, 725 63
North-East Pennsylvania.....	729, 975 85	655, 218 80		15, 089 46	15, 527 33
New Castle and Franklin.....					11, 521 15
Oil Creek and Allegheny River.....	1, 208, 253 99	883, 315 74	824, 023 39	696, 441 92	501, 502 87
Pennsylvania.....	11, 260, 085 15	11, 823, 433 34	13, 764, 673 09	15, 276, 307 83	13, 245, 447 07
Pennsylvania Coal.....			413, 700 00	443, 700 00	526, 200 00
Pennsylvania and New York Canal.....	637, 771 41	937, 721 65	1, 171, 151 73	1, 035, 053 91	761, 810 52
Philadelphia and Baltimore Central.....	245, 575 33	197, 954 61	190, 389 09	224, 861 83	
Philadelphia and Erie.....	3, 144, 044 71	3, 542, 263 73	3, 980, 752 87	3, 388, 255 16	2, 434, 461 89
Philadelphia, Germantown and Norristown.....	342, 968 83	82, 476 76			
Philadelphia and Reading.....	4, 769, 174 88	5, 369, 995 87	5, 869, 486 02	7, 101, 070 14	6, 409, 533 39
Philadelphia and Trenton.....	1, 207, 155 26	910, 708 96		1, 533, 663 24	1, 144, 861 84
Philadelphia, Wilmington and Baltimore.....	1, 647, 858 72	1, 692, 538 42	1, 625, 660 10	1, 979, 618 63	1, 730, 073 78
Pitchole Valley.....			26, 716 98	21, 713 08	10, 136 58
Pittsburg, Cincinnati and St. Louis.....	2, 095, 009 80	2, 365, 434 83	2, 996, 806 08	3, 292, 684 96	2, 537, 587 11
Pittsburg and Connellsville.....	452, 490 57	747, 632 72	1, 536, 381 60	1, 556, 347 84	1, 276, 234 37
Pittsburg, Ft. Wayne and Chicago.....	4, 228, 054 98	4, 356, 534 04	5, 272, 846 05	6, 196, 517 08	5, 058, 498 13
Pittsburg, Virginia and Charleston.....		15, 556 89		48, 581 86	75, 821 18
Parker and Karns City.....				3, 338 04	49, 968 41
Pittsburg and Castle Shannon.....				74, 400 42	86, 807 41
Reading and Columbia.....	140, 221 63	152, 294 77	221, 284 97	213, 499 92	201, 547 59
Shamokin Valley and Pottsville.....	171, 893 97	201, 995 97	184, 622 83	185, 701 29	186, 361 74
Shenango and Allegheny.....	26, 613 91	20, 178 35	22, 206 22	70, 449 17	100, 859 51
Somerset and Mineral Point.....			9, 155 81	9, 380 29	8, 183 63
South Mountain Iron Company's.....	16, 287 71	12, 990 07	17, 863 47	47, 216 34	24, 017 17
Southern Pennsylvania Railway and Mining Co.....				23, 084 22	26, 603 36
Sullivan and Erie.....	120, 550 74	81, 053 92	119, 737 83	10, 249 94	75, 282 53
Summit Branch.....			76, 040 43	86, 892 76	22, 897 12
Susquehanna, Gettysburg and Potomac.....	129, 095 22	27, 776 28	22, 955 22	23, 372 72	
Schuylkill and Susquehanna.....		195, 937 85	95, 612 78		
Spring Brook.....					
Tioga.....	1, 191, 166 28	200, 150 00	211, 850 62	285, 104 16	3, 550 00
					201, 450 15

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
West Chester and Philadelphia.....					
Wheeling, Pittsburg and Baltimore	\$171,389 71	\$170,543 55	\$186,640 66	\$184,429 32	\$185,507 18
Wilmington and Reading.....			47,684 61	44,866 31	48,441 25
Wilmington and Western.....	88,547 82	165,420 47	197,106 08	228,846 16	186,018 58
Wellsboro' and Lawrenceville.....			6,248 96	37,859 55	30,008 39
Western Maryland.....				250,250 00	.....
					231,468 85
				95,457,389 65	82,940,105 49

RAILROAD REPORT.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allegheny Valley	\$1,662,682 77	\$1,731,012 49	\$2,191,488 94	\$2,628,470 92	\$2,479,176 78
Allentown.....			1,788 98		3,022 39
Atlantic and Great Western	3,459,288 33	4,213,936 81	5,451,899 90	5,315,489 13	4,838,257 08
Barelay Coal Company.....	30,290 51	40,371 41	36,934 47	31,996 97	46,060 96
Belleville and Snow Shoe	103,882 92	102,301 95	179,798 79	229,788 19	274,398 14
Berks County.....					43,271 88
Buffalo, Corry and Pittsburg.....	264,810 62	249,442 21	228,099 85	169,989 01	
Buffalo, New York and Philadelphia				398,302 61	580,665 96
Bachman Valley.....				13,815 50	11,431 21
Bell's Gap.....				10,914 52	42,415 71
Catsauqua and Fogelsville	158,742 49	128,032 05	149,780 24	130,486 21	90,539 40
Catawissa.....	655,812 85	654,328 37	572,104 76		
Chartiers.....			60,436 03	61,193 09	71,036 27
Cleveland and Pittsburg.....	2,673,741 29	3,080,947 29	3,554,285 35	3,740,384 15	2,887,554 23
Colebrookdale.....					9,415 31
Cornwall.....	91,983 75	79,315 22	87,636 78	76,839 61	56,815 15
Corning, Cowanesque and Antrim.....				428,893 20	412,581 90
Cumberland Valley.....	555,895 49	557,639 43	581,064 57	614,184 99	603,310 05
Danville, Hazleton and Wilkesbarre		28,530 10	10,368 20		
Delaware and Hudson Canal.....	82,336 61	72,715 50	100,120 56	125,656 34	120,549 49
Delaware, Lackawanna and Western	4,106,221 67	3,351,484 36	4,746,677 70	6,248,465 33	5,347,725 51
Dillsburg and Mechanicsburg.....				4,936 15	16,113 93
Dunkirk, Warren and Pittsburg.....	96,402 06	109,262 45		31,444 45	
Dunkirk, Allegheny Valley and Pittsburg.....				195,600 29	358,457 43
East Mahanoy.....					25,298 74
Elmhira and Williamsport.....	500,095 75	541,297 63	580,299 79	698,203 53	623,003 87
Erie	16,179,361 66	17,168,005 16	18,305,027 41	20,012,606 51	18,598,898 76
Erie and Pittsburg.....			1,199,112 32	1,166,423 50	870,703 00
East Broad Top.....				9,209 54	24,983 48
Frankford and Holmesburg.....		10,620 72			
Hanover Branch.....	81,747 86	76,385 84	82,387 91	106,363 76	91,137 58
Huntingdon and Broad Top Mountain	287,575 16	378,688 79	310,914 54	431,107 47	284,720 68
Ironton.....	35,317 66	34,291 66	48,864 82		33,206 70
Jamestown and Franklin.....		251,185 79	270,764 55	282,964 45	228,892 11
Junction.....	134,095 43	127,843 06	132,384 33	151,133 08	148,623 12
Lawrenceville and Pysergreen.....					2,383 87
Lackawanna and Bloomsburg.....	1,219,815 75	874,410 28	1,083,505 27		

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Lake Shoro and Michigan Southern.....	\$13,484,926 28	\$14,797,975 07	\$17,591,029 46	\$19,289,395 84	\$17,116,130 76
Lawrence.....	49,506 80	56,617 95	157,653 37	189,361 44	174,408 83
Lehigh and Lackawanna.....	2,248,228 75	2,398,245 00	35,141 66	42,386 93	43,839 18
Lehigh and Susquehanna.....			2,431,291 46	3,447,816 79	3,385,301 47
Lehigh Valley.....	6,207,274 08	5,290,721 65	5,982,949 48	6,710,564 57	6,759,331 02
Little Saw Mill Run.....	96,089 10	55,447 47	33,528 49	55,228 13	100,654 25
Littlestown.....	7,746 81	10,545 87	11,185 31	17,031 76	16,763 95
Little Schuylkill Navigation.....			271,435 90		
Mont Alto.....				9,099 00	8,109 94
Muney Creek.....			7,493 33	10,032 86	10,291 54
Monongahela Inclined Plane.....				29,108 62	27,465 78
Mount Oliver Inclined Plane.....				12,234 02	12,833 36
Montrose (narrow gauge).....				10,445 21	24,838 56
New Castle and Beaver Valley.....			339,470 66	349,978 40	353,073 18
Northern Central.....				3,230,722 87	3,266,970 99
North Pennsylvania.....	2,898,623 68	2,976,046 44	3,095,602 50	1,477,540 08	1,424,463 18
North-East Pennsylvania.....	1,355,508 82	1,178,200 23	1,336,938 36	13,540 47	18,149 62
New Castle and Franklin.....					19,093 27
Oil Creek and Allegheny River.....	2,718,702 26	1,675,008 56	1,285,554 40	1,067,733 96	846,831 72
Pennsylvania.....	17,531,706 82	18,719,836 85	22,012,525 27	21,886,008 90	22,642,371 35
Pennsylvania Coal.....			23,033 14	28,501 43	23,704 20
Pennsylvania and New York Canal and.....	949,685 86	1,271,225 89	1,608,286 97	1,485,805 83	1,481,251 39
Perkiomen.....					17,807 89
Philadelphia and Baltimore Central.....	251,579 47	271,205 51	295,594 18	308,221 09	296,614 57
Philadelphia and Erie.....	3,144,044 71	3,542,263 73	3,980,752 87	3,812,067 20	3,903,919 28
Philadelphia, Germantown and Norristown.....	700,465 34	408,798 47	287,816 30	278,759 01	331,321 29
Philadelphia and Reading.....	9,571,367 35	12,562,843 49	12,125,038 11	14,832,660 68	14,452,121 18
Philadelphia and Trenton.....	1,389,328 17	1,308,498 00	1,759,758 14	1,995,605 98	1,914,346 16
Philadelphia, Wilmington and Baltimore.....	2,577,146 89	2,678,865 06	2,734,138 99	2,992,028 67	2,801,634 89
Piekinger Valley.....			4,281 72		4,943 84
Pithole Valley.....		14,157 13	20,483 36	7,695 04	5,815 59
Pittsburg, Cincinnati and St. Louis.....	2,821,124 61	3,234,148 94	3,836,618 72	3,836,598 00	3,573,316 41
Pittsburg and Connellsville.....	655,736 11	964,989 13	1,437,391 66	1,564,993 31	1,526,124 80
Pittsburg, Ft. Wayne and Chicago.....	7,863,573 80	8,487,822 05	9,780,310 35	9,605,707 14	8,597,463 90
Pittsburg, Virginia and Charleston.....			842 95	67,137 11	127,701 29
Parker and Karns City.....				645 26	129,183 12
Pittsburg and Castle Shannon.....				467,666 71	482,414 01

Reading and Columbia.....	201,689 28	237,346 64	260,606 47	310,517 01	309,251 32
Shamokin Valley and Pottsville.....	273,564 74	334,066 94	309,361 86	350,487 11	324,266 69
Shenango and Allegheny.....	37,096 32	51,207 75	58,850 02	157,300 51	228,429 85
Somerset and Mineral Point.....			12,055 15	15,617 09	12,847 08
South Mountain Iron Company's.....	31,293 41	36,463 61	57,826 65	43,819 92	29,300 89
Southern Pennsylvania Railway and Mining Company.....				31,944 58	33,701 89
Stony Creek.....					16,632 35
Sullivan and Erie.....			37,180 78	18,044 69	
Summit Branch.....	138,167 17	323,082 69	322,986 00	324,313 73	310,036 43
Susquehanna, Gettysburg and Potomac.....		35,766 46	31,110 09	31,079 52	33,320 46
Schuylkill and Susquehanna.....	207,263 67	269,533 98	94,371 39		
Tioga.....	420,622 66	455,949 37	468,322 69	506,119 43	388,464 37
West Chester and Philadelphia.....	288,566 13	326,127 70	336,939 07	362,789 43	350,164 26
Wheeling, Pittsburg and Baltimore.....			48,164 58	47,364 79	49,888 96
Wilmington and Reading.....	87,739 25	187,791 97	228,773 25	251,496 68	193,825 62
Wilmington and Western.....			5,892 47	35,219 21	31,571 15
Wellsboro' and Lawrenceville.....				12,818 41	
Western Maryland.....					293,306 08
				148,008,032 83	137,446,345 16

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1870.		1871.		1872.		1873.		1874.	
	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...
Allegheny Valley.....	10	13	11	11	14	47	13	44	19	32
Atlantic and Great Western.....	17	34	27	103	7	21	9	33	11	19
Barclay Coal Company.....					2	1	1		1	2
Bellefonte and Snow Shoe.....										
Berks County.....									1	
Buffalo, Corry and Pittsburg.....		1	1							
Buffalo, New York and Philadelphia.....							3	19	3	3
Bell's Gap.....							1	2		2
Catawauqua and Fogelsville.....	2									
Catawissa.....	1	3	1	2	2	2		1		
Chartiers.....										
Cleveland and Pittsburg.....	12	11	3	3	5	7	3	5	1	5
Corning, Cowanesque and Antrim.....							1	3	2	1
Cumberland Valley.....		2	2	1	3	6	3	6		2
Delaware and Hudson Canal.....	7	6	10	4	15	10	11	8	15	12
Delaware, Laekawanna and Western.....	10	4	6	2	20	29	23	17	16	7
Dunkirk, Warren and Pittsburg.....					1	3			2	
Elmira and Williamsport.....	2		1	2	5	4		6	3	8
Eric.....	55	43	82	131	70	81	53	119	98	345
Eric and Pittsburg.....					4	12	6	15	5	11
Hanover Branch.....					1	1	1	1	3	3
Huntingdon and Broad Top Mountain.....	2	1	1		8	1	3	16	1	6
Ironton.....										1
Janestown and Franklin.....			2	1	4		3	6	1	4
Junction.....	1	3	1	3						
Laekawanna and Bloomsburg.....	12	4	7	1	12	4				
Lake Shore and Michigan Southern.....	1	4	2	7	9	6	7	29	8	20
Lawrence.....						1				
Lehigh and Susquehanna.....					17	44	15	8	15	5
Lehigh Valley.....					49	48	34	37	28	31
Little Saw Mill Run.....	29	24	33	28	1		1			

RAILROAD REPORT.

lxxi

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F--RAILROAD REP.

TABULATED RESULTS

COMPILED FROM PASSENGER RAILWAYS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law...	Amount of stock subscribed.....	Total am't now paid in of capital stock,	Total amount now of floating and funded debt	Rate per cent. on funded debt.....	Rate per cent. of dividend.....
Allentown.....	Unlimited.	\$45,250 00	\$45,250 00	\$10,500 00	.....	.....
Central.....	\$30,000 00	30,000 00	27,450 00	13,445 58	6	$\frac{25}{100}$
Citizens', Philadelphia.....	500,000 00	500,000 00	192,750 00	.....	7	$\frac{20}{100}$
Citizens', Pittsburg.....	200,000 00	100,000 00	184,000 00	54,000 00	.....	1
Coalville.....	50,000 00	59,675 00	59,675 00	15,304 74	.....	.....
Continental.....	600,000 00	600,000 00	60,000 00	.....	.....	.....
Easton and South Easton.....	75,000 00	29,562 50	29,562 50	.....	7	7
Empire.....	600,000 00	600,000 00	.....	200,000 00	.....	.....
Eric City.....	100,000 00	33,300 00	33,300 00	10,400 00	.....	.....
Federal Street and Pleasant Valley.....	100,000 00	70,000 00	77,825 00	84,000 00	7-10	$\frac{163}{100}$
Frankford and Southwark, Philadelphia.....	750,000 00	600,000 00	600,000 00	211,500 00	7	10
Germanatown.....	1,500,000 00	1,464,700 00	537,560 00	97,500 00	7	6
Green and Coates Street, Philadelphia ..	500,000 00	150,000 00	150,000 00	100,000 00	7	$\frac{34}{100}$
Harrisburg City.....	Unlimited.	19,825 00	16,500 00	.....	.....	.....
Hestonville, Mantua and Fairmount.....	2,050,000 00	2,050,000 00	299,423 61	125,883 16	7	$\frac{11}{100}$
Lombard and South Street.....	500,000 00	250,000 00	105,000 00	62,500 00	7	$\frac{11}{100}$
Penn Street.....	50,000 00	18,950 00	18,435 00	19,125 37	.....	.....
Peoples' Street, Luzerne County	80,000 00	150,000 00	149,000 00	1,500 00	.....	8
Peoples', Schuylkill County	250,000 00	250,000 00	89,250 00	324,239 21	6	$\frac{35}{100}$
Philadelphia City	1,000,000 00	1,000,000 00	475,000 00	274,136 05	6	$\frac{35}{100}$
Philadelphia and Darby.....	1,000,000 00	200,000 00	200,000 00	100,000 00	7	.....
Philadelphia and Gray's Ferry.....	1,000,000 00	290,200 00	290,200 00	29,100 00	7	.....
Pittsburg, Allegheny and Manchester.....	300,000 00	300,000 00	300,000 00	100,000 00	7	.....
Pittsburg and Birmingham.....	200,000 00	200,000 00	150,000 00	45,584 36	7-10	$\frac{21}{100}$
Pittsburg, Oakland and East Liberty.....	150,000 00	150,000 00	150,000 00	73,536 80	7	6
Pittston.....	25,000 00	21,675 00	17,300 00	7,700 00	.....	.....
Reading City.....	50,000 00	41,250 00	41,250 00	4,599 18	.....	.....
Ridge Avenue.....	750,000 00	750,000 00	420,000 00	58,400 00	6-7	$\frac{35}{100}$
Roxborough and Manayunk Inclined Plane.....	100,000 00	61,325 00	50,405 00	8,100 00	.....	.....

Sehuykill River.....	500,000 00	500,000 00	50,000 00	109,300 00	.....	7	10
Second and Third Street.....	1,060,200 00	1,060,200 00	671,576 25	61,577 36	.....	6	11
Seventeenth and Nineteenth Street.....	500,000 00	500,000 00	160,000 00	21,020 55	.....	7	62
South Side.....	65,000 00	41,050 00	41,050 00	5,600 00	.....	7	7
Stroudsburg.....	20,000 00	20,000 00	20,000 00	70,500 00	.....	6-7	81 1/2
Thirteenth and Fifteenth Street.....	1,000,000 00	997,700 00	334,529 44	567,000 00	.....	7	88 1/2
Union, Philadelphia.....	1,250,000 00	1,250,000 00	425,000 00	550 00	.....	7	89 1/2
Union Street, Warren.....	50,000 00	20,400 00	17,000 00	100,000 00	.....	7	9
West Philadelphia.....	500,000 00	400,000 00	400,000 00	.....	.....	.....	.....
Wilkesbarre and Kingston.....	100,000 00	100,000 00	100,000 00	.....	.....	.....	.....
Williamsport.....	50,000 00	40,600 00	40,600 00	1,419 12	.....	.....	.....
17,605,200 00	14,965,672 50	7,028,901 80	2,676,121 48	.....	.....	.....	.....

TABLE B—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Total cost of road and equipment....	Length of road.....	Gauge of road.....	Weight of rail per yard.....	No. car houses, shops and stables	No. of depots.....	No. of first class passenger cars.....	No. of second class passenger cars.....	No. of other cars....	No. of horses owned by the company....	Value of real estate held, exclusive of roadway.....
Allentown.....	\$36,305 74	3.42	4 ft. 8 ¹ / ₂ in.	19	2	1	6	1	1	18	\$15,785 36
Central.....	56,492 70	2.75	5 ft. 2	38	1	2	8	...	2	56	10,000 00
Citizens' (Philadelphia).....	232,467 28	9	5 ft. 2	45	2	1	46	2	3	330	117,763 26
Citizens' (Pittsburg).....	179,870 45	5.55	5 ft. 2 ¹ / ₂ in.	43	5	2	28	5	3	212	75,304 48
Coalville.....	47,636 53	2.87	4 ft. 8 ¹ / ₂ in.	20, 45	2	1	4	...	...	18	25,000 00
Continental.....	728 75	9	3 ft. 2	...	...	...	...	...	...	...	...
Easton and South Easton.....	25,962 50	1.36	5 ft. 2	43	1	1	3	...	1	10	3,600 00
Empire.....	106,000 00	7.75	5 ft. 2	45	...	...	...	...	...	...	...
Erle City.....	36,996 98	2	4 ft. 8 ¹ / ₂ in.	30	2	1	6	...	...	25	6,000 00
Federal Street and Pleasant Valley.....	124,450 91	3	5 ft. 2	45	3	1	20	...	1	25	33,630 47
Frankford and Southwark, Philadelphia.....	914,714 64	16.22	5 ft. 2	43, 47	3	3	66	...	...	472	135,000 00
German town.....	765,838 55	25	5 ft. 2	45, 53	8	3	70	1	...	437	290,000 00
Green and Coates Street, Philadelphia.....	244,441 56	7	5 ft. 2	43	5	2	33	5	2	218	64,285 19
Harrisburg City.....	17,989 29	2	5 ft. 2 ¹ / ₂ in.	38, 44	...	...	5	2	1	20	...
Hestonville, Mantua and Fairmount.....	386,829 07	15	5 ft. 2	43	5	2	52	14	7	416	75,000 00
Lombard and South Street.....	174,008 98	4.51	5 ft. 2	45	2	1	19	...	3	115	12,000 00
Penn Street.....	35,179 61	2	5 ft. 2	45	2	1	8	...	...	20	...
People's Street, Luzerne County.....	158,728 77	9.50	4 ft. 8 ¹ / ₂ in.	25	3	1	7	3	1	45	33,000 00
People's, Schuylkill County.....	114,523 86	6	4 ft. 8 ¹ / ₂ in.	35, 50	3	2	3	10	8	15	12,000 00
Philadelphia City.....	789,136 05	7	5 ft. 2 ¹ / ₂ in.	43, 53	6	4	108	4	2	613	150,000 00
Philadelphia and Darby.....	321,058 48	5	5 ft. 2	42	3	1	15	...	2	...	50,000 00
Philadelphia and Gray's Ferry.....	299,126 68	10.36	5 ft. 2	44	3	1	22	...	...	144	72,600 00
Pittsburg, Allegheny and Manchester.....	278,090 54	4.75	5 ft. 2	45	6	3	37	3	1	128	111,263 01
Pittsburg and Birmingham.....	143,436 69	3.25	5 ft. 2	45	2	1	18	2	2	114	52,381 67
Pittsburg, Oakland and East Liberty.....	167,289 82	5.50	5 ft. 2	27, 43	3	1	26	...	2	132	34,865 63
Pittston.....	25,000 00	1.50	5 ft. 2	42	1	...	3	...	...	...	...
Reading City.....	45,294 20	5	5 ft. 2 ¹ / ₂ in.	45	...	...	...	...	...	...	...
Ridge Avenue.....	418,810 59	13.70	5 ft. 1	45	1	2	44	...	...	280	137,000 00
Roxborough and Manayunk Inclined Plane.....	43,724 32	5.50	5 ft. 2 ¹ / ₂ in.	48	...	1	...	3	1	22	...

PASSENGER RAILROAD REPORT.

lxvii

	3.58	5 ft. 2	44	6	2	95	9	11	600	160,000 00
Schoharie River.....	47, 463 54	3.58	43, 55	.....	2	.....	.....	.....	600	160,000 00
Second and Third Streets.....	814, 249 88	37	43, 55	.....	2	.....	.....	.....	294	113,996 54
Seventeenth and Nineteenth Street.....	204, 973 80	7.50	43, 55	.....	2	.....	.....	.....	64	33,273 32
South Side.....	81, 851 13	2.21	30	2	1	16	.....	.....	3	3,000 00
Stroudsburg.....	22, 429 72	1.36	28	1	1	.....	1	.....	247	127,965 77
Thirteenth and Fifteenth Street.....	208, 800 60	10.25	43, 53	2	1	24	11	10	799	369,153 04
Union, Philadelphia.....	1, 301, 804 13	36	.....	5	4	96	37	9	3	.....
West Philadelphia.....	17, 000 00	50	43, 53	20	1	.....	2	.....	503	241,166 48
West Philadelphia.....	609, 925 66	11.50	44	10	1	72	5	7	16	10,000 00
Wilkesbarre and Kingston.....	94, 833 37	4.12	30, 45	1	1	4	2	.....	16	.....
Williamsport.....	42, 318 20	2	16	1	1	.....	5	4	.....	.....
9, 695, 843 57	311.51	.....	.....	112	54	1,003	127	88	6,430	2,575,034 22

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

NAME OF COMPANY.	No. of passengers (all classes) carried in cars.....	Cost of maintaining the road or real estate of corporation	Cost of operating the road	Total.....
Allentown.....	161,010	\$5,543 94	\$10,055 65	\$15,599 59
Central.....	318,800	.....	24,497 75	24,497 75
Citizens', Philadelphia.....	4,925,115	29,150 82	219,826 76	248,977 58
Citizens', Pittsburg.....	3,237,314	23,598 02	116,537 16	140,135 18
Coalville.....	112,451	424 36	9,292 46	9,716 82
Easton and South Easton.....	143,730	672 10	5,429 61	6,101 71
Empire	2,320,931	.....	.....	.....
Erie City.....	281,647	641 44	11,663 53	12,304 97
Federal Street and Pleasant Valley.....	1,083,325	825 17	11,059 64	41,884 81
Frankford and Southwark, Philadelphia.....	6,609,848	41,519 02	299,604 69	341,123 71
Germanatown.....	6,572,720	35,321 43	255,867 90	291,189 33
Green and Coates Street, Philadelphia.....	2,975,556	14,742 92	126,811 77	141,554 69
Harrisburg City.....	132,651	.....	8,759 85	8,759 85
Hestonville, Mantua and Fairmount.....	6,057,405	30,461 98	241,164 04	271,626 02
Lombard and South Street.....	1,492,000	5,115 76	62,680 49	67,796 25
Penn Street.....	86,210	.....	5,137 95	5,137 95
Peoples' Street, Luzerne County.....	496,076	5,660 47	25,621 55	31,282 02
Peoples', Schuylkill County.....	129,097	751 56	15,840 26	16,591 82
Philadelphia City.....	7,132,922	15,512 75	312,929 19	328,441 94
Philadelphia and Gray's Ferry.....	2,723,633	7,993 43	81,629 50	89,622 93
Pittsburg, Allegheny and Manchester.....	3,054,762	8,536 80	113,307 88	121,844 68
Pittsburg and Birmingham.....	1,401,990	7,479 79	60,193 68	67,673 47
Pittsburg, Oakland and East Liberty.....	799,104	34,513 21	77,712 97	112,226 18
Ridge Avenue.....	4,200,000	.....	202,847 13	202,847 13
Roxborough and Manayunk Inclined Plane.....	19,104	.....	1,062 79	1,062 79
Second and Third Street.....	8,357,565	20,849 41	360,058 28	380,907 69
Seventeenth and Nineteenth Street.....	2,996,877	8,676 16	158,990 80	167,666 96
South Side.....	433,802	5,353 10	20,347 35	25,700 45
Stroudsburg.....	51,198	340 72	3,233 96	3,574 68

Thirteenth and Fifteenth Street.....	3,756,938	14,408 27	143,401 11	157,809 38
Union, Philadelphia.....	10,535,577	461,339 02	.....	461,339 02
Union Street, Warren.....	.....	.....	2,152 00	2,152 00
West Philadelphia.....	7,832,044	30,529 17	299,632 60	330,161 77
Wilkesbarre and Kingston.....	323,300	1,125 00	12,215 00	13,340 00
Williamsport.....	271,798	73 36	8,829 20	8,902 56
	91,036,500	811,159 18	3,338,394 50	4,149,553 68

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown.....	\$12,431 90	\$1,000 00	.....	\$300 00	\$13,731 90
Central.....	26,567 28	.....	\$29 50	1,713 33	28,310 11
Citizens', Philadelphia.....	265,506 98	.....	4,086 43	63,837 54	363,450 95
Citizens', Pittsburg.....	186,035 72	720 00	144 75	5,400 26	192,300 73
Coalville.....	11,461 71	884 54	11 00	307 00	12,664 25
Easton and South Easton.....	7,727 56	76 50	15 00	180 73	7,999 79
Empire.....	139,250 79	.....	.....	585 00	139,835 79
Erie City.....	14,250 99	85 20	112 40	149 45	14,598 04
Federal Street and Pleasant Valley.....	59,044 16	227 50	75 00	1,613 74	60,990 40
Frankford and Southwark, Philadelphia.....	440,656 69	322 00	6,322 17	200 00	447,500 86
German town.....	410,795 16	.....	5,117 00	7,073 50	422,986 56
Green and Coates Street, Philadelphia.....	186,755 23	.....	2,393 48	38 00	189,186 71
Harrisburg City.....	7,139 72	.....	.....	1,592 24	8,731 96
Hestonville, Mantua and Fairmount.....	317,567 57	428 00	3,968 60	6,372 31	328,536 51
Lombard and South Street.....	85,067 55	.....	1,381 20	754 11	87,142 86
Penn Street.....	4,310 61	.....	.....	.....	4,310 61
Peoples' Street, Luzerne County.....	34,735 58	.....	50 75	1,329 87	36,116 20
Peoples', Schuylkill County.....	19,700 84	.....	84 00	1,120 52	20,995 36
Philadelphia City.....	436,628 81	430 00	6,179 06	500 00	443,737 87
Philadelphia and Gray's Ferry.....	123,801 23	500 00	1,764 00	261 85	126,327 08
Pittsburg, Allegheny and Manchester.....	164,855 77	.....	100 00	380 00	165,335 77
Pittsburg and Birmingham.....	73,812 86	.....	.....	.....	73,812 86
Pittsburg, Oakland and East Liberty.....	49,790 51	.....	.....	.....	49,790 51
Ridge Avenue.....	248,261 84	.....	.....	.....	248,261 84
Roxborough and Manayunk Inclined Plane.....	1,580 14	.....	28 80	.....	1,608 94
Second and Third Street.....	543,241 79	.....	8,648 19	736 80	552,626 78
Seventeenth and Nineteenth Street.....	165,519 08	.....	3,069 76	73,062 00	241,650 84
South Side.....	21,690 08	23 00	25 00	14,633 23	36,371 31
Stroudsburg.....	2,466 06	50 00	.....	2,918 90	5,434 96
Thirteenth and Fifteenth Street.....	203,074 50	401 12	2,897 03	.....	206,372 65
Union, Philadelphia.....	678,767 85	25 00	7,699 88	121,863 50	808,356 23
Union Street, Warren.....	1,571 86	.....	.....	.....	1,571 86
West Philadelphia.....	438,755 43	1,121 62	3,387 50	5,601 24	448,865 79
Wilkesbarre and Kingston.....	25,279 50	.....	.....	646 01	25,925 51
Williamsport.....	13,340 78	.....	.....	.....	13,340 78
	5,451,384 13	6,294 48	57,590 50	313,421 16	5,828,690 27

TABLE E — ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Central				1				1
Citizens, Philadelphia					1		1	
Coalville		1				1		2
Empire					2		2	
Frankford and Southwark, Philadelphia		5			2	3	2	8
Green and Coates Street, Philadelphia					1		1	
People's, Schuylkill county				1				2
Philadelphia City		2			2	2	2	4
Pittsburg and Birmingham					1		1	
Pittsburg, Oakland and East Liberty		1						1
Ridge Avenue					1		1	
Second and Third Street		3						4
Seventeenth and Nineteenth Street		1		1				2
South Side						1		1
Stroudsburg						1		1
Union, Philadelphia					3		3	
		13		3	13	10	13	26

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allentown.....	\$30,500 00	\$30,600 00	\$30,600 00	\$15,260 00	\$15,260 00
Central.....	192,750 00	192,750 00	192,750 00	192,750 00	27,450 00
Citizens', Philadelphia.....	184,000 00	184,000 00	184,000 00	184,000 00	192,750 00
Citizens', Pittsburg.....	30,254 94	30,254 94	53,000 00	54,900 00	184,000 00
Coalville.....	.....	.....	.....	.....	59,675 00
Continental.....	.....	.....	.....	.....	60,000 00
Easton and South Easton.....	29,562 50	29,562 50	29,562 50	29,562 50	29,562 50
Erie City.....	19,807 00	19,807 00	19,807 00	24,807 00	33,300 00
Federal Street and Pleasant Valley.....	.....	68,000 00	66,250 00	66,250 00	77,825 00
Frankford and Southwark, Philadelphia.....	491,750 00	491,750 00	498,200 00	600,000 00	600,000 00
Germanatown.....	307,545 00	307,545 00	307,545 00	307,545 00	537,560 00
Green and Coates Street, Philadelphia.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City.....	41,994 77	41,994 77	41,994 77	41,904 77	16,500 00
Hestonville, Mantua and Fairmount.....	306,385 03	299,423 61	299,423 61	299,423 61	299,423 61
Lombard and South Street.....	105,000 00	105,000 00	105,000 00	105,000 00	105,000 00
Penn Street.....	.....	.....	.....	.....	18,435 00
People's Street, Luzerne county.....	125,500 00	125,500 00	125,500 00	125,500 00	149,000 00
People's, Schuylkill county.....	.....	.....	.....	.....	89,250 00
Philadelphia City.....	225,000 00	225,000 00	45,830 00	50,000 00	475,000 00
Philadelphia and Darby.....	200,000 00	200,000 00	225,000 00	225,000 00	200,000 00
Philadelphia and Gray's Ferry.....	285,307 00	290,175 00	200,000 00	200,000 00	200,000 00
Pittsburg, Allegheny and Manchester.....	140,000 00	140,000 00	290,175 00	290,175 00	290,200 00
Pittsburg and Birmingham.....	100,000 00	100,000 00	200,000 00	200,000 00	300,000 00
Pittsburg, Oakland and East Liberty.....	.....	100,000 00	120,000 00	146,050 00	150,000 00
Pittston.....	.....	130,000 00	130,000 00	130,000 00	150,000 00
Reading City.....	.....	.....	100,000 00	98,765 00	17,300 00
Ridge Avenue.....	.....	.....	.....	.....	41,250 00
Roxboro' and Manayunk Inclined Plane.....	120,500 00	158,100 00	336,000 00	336,000 00	420,000 00
Schuylkill River.....	50,000 00	50,000 00	50,000 00	50,000 00	50,405 00
Second and Third Street.....	573,417 25	573,417 25	621,576 25	671,576 25	50,000 00
Seventeenth and Nineteenth Street.....	160,000 00	160,000 00	160,000 00	160,000 00	671,576 00
South Side.....	.....	.....	.....	.....	150,000 00
Stroudsburg.....	.....	.....	.....	.....	41,050 00
					20,000 00

Thirteenth and Fifteenth Street.....	.....	.....	.....	334,529 44	334,529 44	334,529 44
Union, Philadelphia.....	.....	.....	.....	400,000 00	400,000 00	425,000 00
Union Street, Warren.....	.....	.....	.....	16,187 03	17,000 00	17,000 00
West Philadelphia.....	.....	.....	.....	400,000 00	400,000 00	400,000 00
Wilkesbarre and Kingston.....	.....	.....	.....	100,000 00	100,000 00	100,000 00
Williamsport.....	.....	.....	.....	40,600 00	40,600 00	40,600 00
	.....	.....	.....	.....	6,076,688 57	7,028,901 80

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allentown.....	\$10,733 21	\$10,000 00	\$10,000 00	\$8,500 00	\$10,500 00
Central.....					13,445 58
Citizens' (Pittsburg),.....	57,700 00	57,700 00	54,000 00	50,000 00	54,000 00
Coalville.....		15,000 00	1,000 00	15,000 00	15,304 74
Empire.....		83,000 00	153,000 00	190,000 00	200,000 00
Erie City.....	20,295 73	20,457 73	22,341 73	12,500 00	10,400 00
Federal Street and Pleasant Valley.....		25,000 00	90,000 00	86,904 12	84,000 00
Frankford and Southwark, Philadelphia.....	217,500 00	307,000 00	290,500 00	219,500 00	211,500 00
Germantown.....	350,000 00	350,000 00	350,000 00	370,000 00	97,500 00
Green and Coates Street, Philadelphia.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City.....	14,104 75	14,104 75	14,104 75	17,804 44	
Hestonville, Mantua and Fairmount.....	165,400 00	133,100 00	127,100 00	127,100 00	125,883 16
Lombard and South Street.....	62,500 00	62,500 00	62,500 00	62,500 00	62,500 00
Penn Street.....					19,125 37
People's Street, Luzerne county.....					1,500 00
People's, Schuylkill county.....			37,868 76	66,917 19	32,239 21
Philadelphia City.....	225,230 54	225,236 79	229,397 00	249,735 40	274,136 05
Philadelphia and Darby.....	57,000 00	57,000 00		100,000 00	100,000 00
Philadelphia and Gray's Ferry.....		6,500 00	6,500 00	6,500 00	29,100 00
Pittsburg, Allegheny and Manchester.....	23,000 00	23,000 00	48,336 00	49,608 45	100,000 00
Pittsburg and Birmingham.....	63,848 56	67,854 38	61,549 55	50,769 13	45,584 36
Pittsburg, Oakland and East Liberty.....		72,275 01	72,636 60	70,525 00	73,536 80
Pittston.....			41,616 53	55,312 80	7,700 00
Reading city.....					4,599 18
Ridge Avenue.....	73,300 00	68,300 00	89,772 00	87,305 98	58,400 00
Roxboro' and Manayunk Inclined Plane.....					8,100 00
Second and Third Street.....	109,300 00	109,300 00		109,300 00	109,300 00
Seventeenth and Nineteenth Street.....		121,220 51	110,306 73	94,515 00	61,577 36
South Side.....					21,020 55
Stroudsburg.....					5,600 00
Thirteenth and Fifteenth Street.....					5,600 00
Union, Philadelphia.....	300,000 00	500,000 00	500,000 00	54,000 00	70,500 00
Union Street, Warren.....				500,000 00	567,000 00
West Philadelphia.....	100,000 00	100,000 00	100,000 00	100,000 00	550 00
Williamsport.....	25,889 42	25,212 87	5,705 31	1,441 48	100,000 00
					1,409 12

COMPARATIVE STATEMENT OF INTEREST ON FUNDED DEBT, AND CASH OR STOCK DIVIDENDS DECLARED FOR FIVE YEARS.

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.				DIVIDEND DECLARED.					
	1870.	1871.	1872.	1873.	1874.	1870.	1871.	1872.	1873.	1874.
Allentown.....		6					\$20 00	6		
Citizens', Philadelphia.....						\$7 00	\$7 00	\$7 00	10	\$8 50
Citizens', Pittsburg.....	7	7		7		15	22	5, 6	16	20
Coalville.....							\$10 00		8	1
Easton and South Easton.....						8	5	5		7
Empire.....										
Erie City.....	7	7		7				7		
Federal Street and Pleasant Valley.....				7 3-10						16 $\frac{3}{4}$
Frankford and Southwark, Philadelphia.....	7	7		7		6		7	10	10
German town.....	7	7		7		6	\$3 00	6	6	6
Green and Coates Street, Philadelphia.....	7	7		7		\$3 00	\$4 00	\$4 00	\$4 00	\$4 00
Harrisburg City.....	7	7		7						
Hestonville, Mantua and Fairmount.....	7	7		7		50	\$1 10	\$1 10	90	\$1 50
Lombard and South Street.....	7	7		7		6	11, 9		\$1 25	\$1 50
People's Street, Luzerne county.....						10	2 $\frac{1}{2}$	2 $\frac{1}{2}$	4	8
People's, Schuylkill county.....										
Philadelphia City.....	6	6		6		\$3 00	\$3 00	\$4 00	\$5 00	\$5 00
Philadelphia and Darby.....	7	7		7		4	4	8	8	8
Philadelphia and Gray's Ferry.....	7	7		7			\$2 25	\$2 25	\$2 50	\$2 50
Pittsburg, Allegheny and Manchester.....	7	7		7		8	20		10	6
Pittsburg and Birmingham.....				7, 7 3-10						
Pittsburg, Oakland and East Liberty.....	7	7		7		\$6 00				
Pittsburg and Ormsby.....				7						
Ridge Avenue.....	6, 7	6, 7		6, 7		50		\$4 00	\$1 50	\$3 00
Schuylkill River.....						10			10	10
Second and Third Street.....	7	7		7		6	6	10	10	11
Seventeenth and Nineteenth Street.....				6		4			\$2 00	\$2 00
Stroudsburg.....										
Thirteenth and Fifteenth Street.....				7		5 $\frac{1}{2}$	5 $\frac{1}{2}$	\$1 50	\$1 50	\$1 75
Union, Philadelphia.....	6	6, 7		6, 7		\$3 00	\$4 00	\$5 00	\$6 00	\$8 25
West Philadelphia.....	7	7		7		10	10	15	16	\$9 50
Wilkesbarre and Kingston.....							5		8	9

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allentown.....	\$30, 118 65	\$31, 452 39	\$33, 427 88	\$35, 095 74	\$36, 305 74
Central.....	207, 264 18	212, 320 14	212, 320 42	220, 319 42	232, 467 28
Citizens', Philadelphia.....	244, 881 90	249, 804 90	270, 670 80	184, 333 07	179, 870 45
Citizens', Pittsburg.....		45, 039 41	45, 436 41	46, 091 50	47, 636 53
Coalville.....					728 75
Continental.....	25, 230 13	25, 962 50	25, 962 50	25, 962 50	25, 962 50
Paston and South Easton.....		97, 000 00	102, 000 00	106, 000 00	106, 000 00
Empire.....	32, 290 79	36, 957 47	36, 996 98	36, 996 98	36, 996 98
Erie City.....					
Federal Street and Pleasant Valley.....					
Frankford and Southwark, Philadelphia.....	786, 241 79	830, 364 04	844, 971 55	884, 113 26	914, 714 64
Germanstown.....	562, 270 00	562, 270 00	562, 270 00	723, 839 30	765, 838 55
Green and Coates Street, Philadelphia.....	243, 615 55	244, 441 56	244, 441 56	244, 441 56	244, 441 56
Harrisburg City.....	60, 249 55	60, 249 55	60, 249 55	60, 249 55	17, 989 29
Hestonville, Mantua and Fairmount.....	471, 248 69	388, 016 69	388, 466 69	391, 786 69	386, 829 07
Lombard and South Street.....	168, 555 16	170, 180 86	170, 402 57	173, 958 98	174, 008 98
Penn Street.....					35, 179 61
People's Street, Luzerne County.....	134, 916 73	138, 250 49	140, 387 29	142, 121 03	158, 728 77
People's, Schuylkill County.....			85, 724 94	113, 402 10	114, 523 86
Philadelphia City.....	450, 230 54	450, 236 79	654, 397 11	517, 735 40	789, 136 05
Philadelphia and Darby.....	257, 000 00	257, 000 00	257, 000 00	321, 058 48	321, 058 48
Philadelphia and Gray's Ferry.....	299, 126 68	299, 126 68	299, 126 68	299, 126 68	299, 126 68
Pittsburg, Allegheny and Manchester.....	144, 201 97	146, 201 97	161, 752 24	170, 308 49	278, 990 54
Pittsburg and Birmingham.....	132, 615 46	135, 913 53	136, 239 61	143, 514 69	143, 436 69
Pittsburg, Oakland and East Liberty.....		121, 805 25	125, 448 81	125, 548 81	167, 289 82
Pittston.....			83, 487 08	81, 851 13	25, 000 00
Reading City.....					45, 294 20
Ridge Avenue.....	182, 540 47	223, 615 29	414, 512 12	418, 810 59	418, 810 59
Roxboro' and Manayunk Inclined Plane.....					43, 724 32
Schuylkill River.....	47, 463 54	47, 463 54	47, 463 54	47, 463 54	47, 463 54
Second and Third Street.....	644, 143 00	695, 223 00	706, 254 95	787, 203 10	814, 249 88
Seventeenth and Nineteenth Street.....	119, 821 69	186, 402 95	186, 693 64	191, 656 85	204, 973 80
South Side.....					81, 851 13
Stroudsburg.....					22, 429 72
Thirteenth and Fifteenth Street.....			227, 326 35	250, 174 58	268, 860 60
Union, Philadelphia.....	804, 213 51	998, 035 82	1, 032, 513 66	1, 032, 514 66	1, 301, 804 13
Union Street, Warren.....			16, 187 03	17, 000 00	17, 000 00

West Philadelphia.....	556,938 36	584,898 36	591,348 36	595,848 36	609,925 66
Wilkesbarre and Kingston	94,633 37	94,633 37	94,833 37	94,833 37	94,833 37
Williamsport.....	38,580 33	38,025 33	41,452 21	41,715 35	42,318 20
	.....	.....	.....	8,645,270 42	9,695,843 57

COMPARATIVE STATEMENT OF PASSENGERS, (ALL CLASSES,) CARRIED IN CARS FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allentown.....	100,692	116,910	131,249	121,346	161,010
Central.....					318,800
Citizens', Philadelphia.....	4,101,008	5,092,222	4,089,857	4,417,637	4,925,115
Citizens', Pittsburg.....	2,626,130	2,816,073	3,232,343	2,881,428	3,237,314
Coalville.....		101,402	99,235	109,409	112,451
Easton and South Easton.....	177,048	170,757	179,991	166,377	143,730
Empire.....			1,712,404	3,014,662	2,320,931
Eric City.....	270,705	236,743	242,011	316,689	291,647
Federal Street and Pleasant Valley.....		823,334	715,363	925,990	1,083,325
Frankford and Southwark, Philadelphia.....	4,867,118	4,964,179	5,421,326	6,084,421	6,693,848
Germanatown.....	4,826,570	5,090,000	5,063,044	1,225,383	6,572,720
Green and Coates Street, Philadelphia.....			2,723,251	2,905,989	2,975,556
Harrisburg City.....	119,335	129,785	143,703		132,651
Hestonville, Mantua and Fairmount.....	3,836,455	4,156,007	4,228,444	5,266,951	6,037,405
Lombard and South Street.....	1,500,000	1,450,000	1,450,000	1,578,000	1,492,000
Penn Street.....					86,210
People's Street, Luzerne county.....	500,822	402,922	433,662	418,600	496,076
People's, Schuylkill county.....			197,381	338,692	129,097
Philadelphia City.....	4,405,523	5,350,979	5,289,426	5,692,515	7,132,922
Philadelphia and Gray's Ferry.....	2,200,000	2,500,000	2,600,000	2,648,477	2,723,633
Pittsburg, Allegheny and Manchester.....	2,455,626	2,383,822	2,630,442	2,949,642	3,054,762
Pittsburg and Birmingham.....	1,389,781	1,401,812	1,250,024	1,310,329	1,401,990
Pittsburg, Oakland and East Liberty.....		699,085	565,404	340,406	799,104
Pittsburg and Ormsby.....			641,888	614,466	
Ridge Avenue.....			3,850,000	4,100,000	4,200,000
Roxborough and Manayunk Inclined Plane.....					19,104
Second and Third Street.....	9,685,549	7,261,417	7,653,120	8,200,800	8,357,565
Seventeenth and Nineteenth Street.....	2,037,624	2,272,609	2,342,373	2,707,401	2,996,877
South Side.....					433,802
Stroudsburg.....					51,198
Thirteenth and Fifteenth Street.....	3,899,538	3,167,312	2,816,590	3,272,563	3,756,938
Union, Philadelphia.....	7,590,541	8,677,252	9,741,579	10,357,196	10,535,577
West Philadelphia.....	6,500,000	7,100,000	7,800,000	8,300,000	7,832,044
Wilkesbarre and Kingston.....	352,800	304,292	307,550	311,500	323,300
Williamsport.....			276,809	277,387	271,798
				79,854,256	91,036,500

PASSENGER RAILROAD REPORT.

LXXXIX

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allentown.....	\$5,984 45	\$7,228 10	\$6,842 44	\$12,958 40	\$15,599 59
Central.....					24,497 75
Citizens', Philadelphia.....	153,198 68	204,670 18	196,245 13	204,260 75	248,977 58
Citizens', Pittsburg.....	92,198 01	95,164 48	105,933 46	107,751 56	140,135 18
Coalville.....		9,660 27	7,645 42	7,615 39	9,716 82
Easton and South Easton.....	7,020 38	8,221 04	8,508 41	7,894 76	6,101 71
Empire.....					
Erie City.....	12,571 14	11,209 92	89,583 63	102,782 14	12,304 97
Federal Street and Pleasant Valley.....		33,662 15	36,645 74	37,587 83	41,884 81
Frankford and Southwark, Philadelphia.....	246,903 16	243,030 88	276,997 08	320,849 14	341,123 71
Germantown.....	215,986 85	218,240 78	246,606 12	307,729 98	291,189 33
Green and Coates Street, Philadelphia.....	137,097 59	128,169 25	136,568 12	135,496 21	141,554 69
Harrisburg City.....	5,728 69	5,922 00	7,629 81	6,325 28	8,759 85
Hestonville, Mantua and Fairmount.....	190,669 39	194,785 96	201,168 89	225,965 32	271,626 02
Lombard and South Street.....	63,493 88	61,033 41	63,199 74	68,118 67	67,796 25
Penn Street.....					5,137 95
People's Street, Luzerne County.....	24,640 63	24,433 41	23,045 63	29,304 52	31,282 02
People's, Schuylkill County.....			17,068 90	18,494 82	16,591 82
Philadelphia City.....	230,415 83	248,179 44	239,650 64	243,416 12	328,441 94
Philadelphia and Darby.....			3,990 00		
Philadelphia and Gray's Ferry.....	80,096 16	82,851 88	85,722 05	88,205 28	89,622 93
Pittsburg, Allegheny and Manchester.....	85,488 29	91,981 24	94,345 43	112,300 36	121,844 68
Pittsburg and Birmingham.....	63,589 64	75,369 72	70,412 41	75,597 40	67,673 47
Pittsburg, Oakland and East Liberty.....		43,182 33	36,236 94	27,911 09	112,226 18
Pittsburg and Ormsby.....			44,353 94	47,353 33	
Ridgo Avenue.....	39,263 91	81,422 20	179,174 19	234,006 93	292,847 13
Roxborough and Manayunk Inclined Plano.....					1,062 79
Second and Third Street.....	347,517 57	315,908 04	363,271 63	374,594 14	380,907 69
Seventeenth and Nineteenth Street.....	72,843 53	91,189 87	115,939 38	133,527 67	107,666 96
South Side.....					25,700 45
Stroudsburg.....					3,574 68
Thirteenth and Fifteenth Street.....	139,665 62	128,675 11	113,096 24	140,420 10	157,809 38
Union, Philadelphia.....	382,439 42	365,348 37	597,301 96	444,841 00	461,339 02
Union Street, Warren.....				1,700 00	2,152 00
West Philadelphia.....	282,560 71	294,692 39	341,188 18	332,269 13	330,161 77
Wilkesbarre and Kingston.....	16,412 00	14,932 00	14,617 00	13,667 00	13,340 00
Williamsport.....	7,762 14	7,578 75	8,616 91	10,192 36	8,902 56
				3,884,929 96	4,149,553 68

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Allentown.....	\$9,569 06	\$10,800 78	\$11,589 85	\$11,625 45	\$13,731 90
Central.....	251,773 65	313,002 05	281,024 44	300,144 88	28,310 11
Citizens' Philadelphia.....	155,156 28	167,771 23	184,298 81	173,958 13	363,450 95
Citizens' Pittsburg.....	9,795 66	11,157 75	10,993 31	11,463 46	192,300 73
Coalville.....	16,143 15	14,171 55	10,946 54	9,560 35	12,664 25
Easton and South Easton.....	329,605 28	41,116 71	102,704 21	120,971 20	7,999 79
Empire.....	356,759 38	363,585 63	370,775 26	405,613 75	139,835 79
Erie City.....	180,210 98	172,537 09	180,268 30	189,824 95	14,598 04
Federal Street and Pleasant Valley.....	5,996 97	6,489 31	7,185 35	5,425 18	60,990 40
Frankford and Southwark, Philadelphia.....	262,889 74	310,958 48	272,610 28	295,548 56	447,500 86
Germanatown.....	100,789 77	93,950 47	90,104 15	109,369 47	422,985 66
Green and Coates Street, Philadelphia.....	42,294 87	33,073 16	36,447 61	32,841 74	189,186 71
Harrisburg City.....	321,866 35	346,982 14	347,283 36	362,109 13	8,731 96
Hestonville, Mantua and Fairmount.....	116,644 73	120,304 95	124,472 89	125,257 06	328,536 51
Lombard and South Street.....	144,002 91	139,376 72	149,066 14	157,990 30	87,142 86
Penn Street.....	84,200 33	84,896 44	71,132 16	99,630 01	4,310 61
People's Street, Luzerne County.....	36,970 25	49,097 87	42,598 85	22,196 11	36,116 20
People's, Schuylkill County.....	504,139 40	484,034 28	506,545 10	544,219 42	20,905 36
Philadelphia City.....	111,446 47	134,743 74	152,406 19	181,112 15	443,737 87
Philadelphia and Gray's Ferry.....	215,077 67	173,479 40	155,697 64	175,084 61	126,327 08
Pittsburg, Allegheny and Manchester.....	407,451 73	563,478 35	622,508 73	682,773 24	165,335 77
Pittsburg and Birmingham.....	376,444 32	415,795 70	443,477 37	462,920 06	73,812 86
Pittsburg, Oakland and East Liberty.....	27,714 00	23,000 00	23,551 46	24,784 06	49,790 51
Pittsburg and Ormsby.....	9,550 31	10,435 93	13,836 55	13,869 42	248,261 84
Ridge Avenue.....	.....	.....	.....	.....	1,608 94
Roxboro and Manayunk Inclined Plane.....	.....	.....	.....	.....	552,626 78
Second and Third Street.....	.....	.....	.....	.....	241,650 84
Seventeenth and Nineteenth Street.....	.....	.....	.....	.....	36,371 31
South Side.....	.....	.....	.....	.....	5,434 96
Stroudsburg.....	.....	.....	.....	.....	206,372 65
Thirteenth and Fifteenth Street.....	.....	.....	.....	.....	808,356 23
Union, Philadelphia.....	.....	.....	.....	.....	1,571 86
Union Street, Warren.....	.....	.....	.....	.....	448,865 79
West Philadelphia.....	.....	.....	.....	.....	24,784 06
Wilkesbarre and Kingston.....	25,925 51
Williamsport.....	13,340 78
.....	5,828,630 27

PASSENGER RAILROAD REPORT.

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COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1870.		1871.		1872.		1873.		1874.	
	Killed	Injured ...	Killed	Injured ...	Killed	Injured ...	Killed	Injured ...	Killed	
Central.....										
Citizens', Philadelphia.....	1	2			1	1		1		
Citizens', Pittsburg.....		1			1	3	1	1		
Coalville.....										
Empire.....										
Erie City.....		1								
Federal Street and Pleasant Valley.....				2						
Frankford and Southwark, Philadelphia.....	1	5		3	2	6	5	3	2	8
Germanatown.....										
Green and Coates Street, Philadelphia.....										
Harrisburg City.....		1								
Hestonville, Mantua and Fairmount.....	2	3				1	2		1	
Lombard and South Street.....	1	1	1	2						
Peoples', Schuylkill County.....										
Philadelphia City.....			1	3		5		2	4	
Philadelphia and Gray's Ferry.....			1	1	1	1	1	2		
Pittsburg, Allegheny and Manchester.....		1		2		1		1		
Pittsburg and Birmingham.....		1	1		1	2		1		
Pittsburg, Oakland and East Liberty.....			1						1	
Pittsburg and Ormsby.....					1					
Ridge Avenue.....	1				2	1		1		
Second and Third Street.....	4	2		7	4	4	1	3		
Seventeenth and Nineteenth Street.....		2							4	
South Side.....									2	
Stroudsburg.....									1	
Union, Philadelphia.....	1	1	2	3	2	1			1	
West Philadelphia.....			1	2			2	1	3	
							20	14	13	26

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law....	Total amount now paid in of capital stock	Total amount of funded debt.....	Total amount of floating debt.....	Total amount of funded and floating debt
Delaware and Hudson.....	Unlimited.	\$20,000,000 00	\$12,377,000 00	.....	\$12,377,000 00
Delaware Division.....	\$2,400,000 00	1,633,350 00	800,000 00	.....	800,000 00
Lehigh Coal and Navigation.....	Unlimited.	9,949,900 00	14,070,170 02	.....	15,070,170 02
Monongahela Navigation.....	1,004,300 00	1,004,300 00	110,000 00	5,773 17	110,273 17
Muncy.....	Unlimited.	2,625 00	.....	.....	.....
Pennsylvania.....	5,000,000 00	4,477,700 00	2,641,000 00	506,756 85	3,147,756 85
Schuylkill Navigation	Unlimited.	4,129,198 00	8,531,265 86	227,309 34	8,758,575 20
Susquehanna.....	Unlimited.	2,002,706 00	2,853,310 58	67,087 30	2,920,397 88
Union.....	2,907,850 00	2,907,850 00	3,000,000 00	55,000 00	3,055,000 00
	11,312,150 00	46,107,629 00	44,382,746 46	1,801,926 66	46,239,173 12

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.....	Length of main line of the canal.....	Number of branch or leased canals.....	Width at top water line.....	Width on bottom...	Depth of water.....	No. of basins.....	No. of locks.....	No. of weigh locks..	No. of bridges	No. of dams	No. of miles of slack water.....	No. of boats owned by the company....	Value of real estate held by the co., exclusive of canal....
Delaware and Hudson.....	\$6,843,910 76	108	.....	48	30	6	1	131	2	136	40	3	1,000	\$2,562 83
Delaware Division.....	24,433,350 00	60	.....	44	26	6	.....	32	1	88	2	.....	.....	5,000 00
Lehigh Coal and Navigation.....	3,000,000 00	48	1	60	45	6	5	52	1	14	9	12	186	200,000 00
Nonongahela Navigation.....	1,151,904 00	85	.....	.....	.....	.....	6	8	.....	.....	6	.....	4	23,095 00
Muncy.....	6,853 64	³ / ₄	.....	40	25	4 ¹ / ₂	1	.....	.....	3	.....	1	.....	.....
Pennsylvania.....	.....	338	2	55	40	6	60	132	4	467	19	11	251	.....
Schuylkill Navigation.....	12,758,715 86	108	1	60	45	6	19	89	.....	126	31	50	550	.....
Susquehanna.....	4,714,143 88	45	.....	50	30	5	2	42	1	13	3	2	20	.....
Union.....	5,907,850 00	77	1	43	28	4 ¹ / ₂	8	91	2	79	16	5	.....	25,000 00
	36,816,728 14	869 ³ / ₄	5	.....	.....	.....	102	577	11	926	126	84	2,011	305,657 83

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.		RECEIPTS.
	No. of tons of through freight on main line.	Gross am't of tonnage, including branches and leased canals....	Maintaining the canal or real estate of the corporation	Operating the canal...	Total.
Delaware and Hudson.....	1,179,281	1,707,143	\$189,470 90	\$116,626 52	\$66,593 86
Lehigh Coal and Navigation.....	2,625,973	1,179,281	136,648 17	65,899 67	609,759 62
Monongahela Navigation.....	3,625	2,625,973	42,463 85	35,038 18	216,709 92
Muncy.....	871,358	3,625	7 46	10 00	100 00
Pennsylvania.....	1,040,995	871,358	201,523 90	48,335 10	555,524 20
Schuylkill Navigation.....	420,156	1,040,995	160,411 17	70,631 93	705,647 40
Susquehanna	20,096	420,156	65,497 98	14,160 00	101,797 49
Union		77,352	24,711 60	8,454 32	33,692 06
	6,161,484	7,925,883	820,735 03	359,155 72	2,289,824 55
				1,179,890 75	

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Lumber.....	Shingles.....	COAL.		Pig.....	IRON.	
			Anthracite .	Bituminous and coke...		Railroad....	Other iron or castings,
Delaware and Hudson.....	42,831	.....	1,484,023	1,167	2,097	2,500	.....
Lehigh Coal and Navigation.....	47,815	.....	888,555	4,449	12,459	.....	234
Monongahela Navigation.....	.....	.....	.....	2,542,295	910	.....	.....
Muncy.....	.....	.....	3,454	.....	.....	.....	43
Pennsylvania.....	.....	.....	234,019	498,971	14,249	.....	.....
Schuylkill Navigation.....	26,846	.....	803,608	67	11,334	.....	4,616
Susquehanna.....	93,852	.....	265,866	140	13,466	.....	17
Union.....	31,407	.....	23,618	.....	2,521	.....	307
	242,451	.....	3,703,143	3,047,089	57,036	2,500	5,217

TABLE D.—Continued.

NAME OF COMPANY.	Iron and other ores....	Lime and limestone..	Agricultural products....	Manufactures and merchandise....	Live stock..	Other articles
Delaware and Hudson.....	.....	34,910	3,687	17,644	.....	118,284
Lehigh Coal and Navigation.....	51,774	115,956	12,178	6,601	.....	39,260
Monongahela Navigation.....	58,369	.....	.....	21,029	.....	3,370
Muncy.....	.....	.....	.....	28	.....	100
Pennsylvania.....	.....	.....	.....	.....	.....	124,117
Schuylkill Navigation.....	83,823	81,579	4,043	17,649	.....	7,430
Susquehanna.....	6,635	24,193	10,453	1,516	.....	4,018
Union.....	1,338	15,613	530	220	.....	2,098
	201,939	272,251	30,891	64,687	.....	298,677

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Delaware and Hudson.....	\$15,000,000 00	\$15,000,000 00	\$15,000,000 00	\$19,539,485 68	\$20,000,000 00
Delaware Division.....	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation.....	8,739,800 00	8,739,800 00	8,784,850 00	9,390,350 00	9,949,900 00
Monongahela Navigation.....	1,003,500 00	1,003,500 00	1,004,150 00	1,004,300 00	1,004,300 00
Muncy.....	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....	4,337,950 00	4,457,150 00	4,457,150 00	4,457,150 00	4,477,700 00
Schuylkill Navigation.....	4,797,184 75	4,797,184 75	4,385,798 00	4,260,448 00	4,129,198 00
Susquehanna.....	2,002,746 00	2,002,746 00	2,002,746 00	2,002,706 00	2,002,706 00
Union.....	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00
West Branch and Susquehanna.....	1,100,000 00	1,100,000 00	1,100,000 00	.....	.....
.....	.....	.....	.....	.....	461,076 29

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Delaware and Hudson.....	\$5,000,000 00	\$8,500,000 00	.....	\$13,842,000 00	\$1,237,700 00
Delaware Division.....	800,000 00	800,000 00	\$800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation.....	15,662,978 84	15,038,655 88	15,767,655 88	15,937,655 88	15,070,170 02
Monongahela Navigation.....	110,000 00	118,178 97	118,053 76	118,053 76	110,273 17
Muncy.....	15 63	50 45	.....	.....	.....
Pennsylvania.....	2,232,000 00	3,274,600 00	3,636,200 00	106,200 00	3,147,756 85
Schuylkill Navigation.....	8,839,030 61	8,703,793 66	8,843,530 39	8,783,687 89	8,758,575 20
Susquehanna.....	2,919,183 94	2,906,815 83	2,923,121 18	2,915,725 27	2,920,397 88
Union.....	3,000,000 00	3,000,000 00	3,035,000 00	3,036,800 00	3,035,000 00
West Branch and Susquehanna.....	811,300 00	848,728 40	1,043,218 82	.....	.....
.....	.....	.....	.....	.....	46,259,173 12

COMPARATIVE STATEMENT OF COST OF CANAL AND FIXTURES FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Delaware and Hudson.....	\$7,066,899 52	\$7,164,420 14	\$7,064,791 17	\$6,339,210 49	\$6,843,910 76
Delaware Division.....	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation.....	4,455,000 00	4,455,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Monongahela Navigation.....	1,115,452 00	1,132,452 00	1,146,038 69	1,151,904 00	1,151,904 00
Muncy.....	6,510 57	6,795 46	6,831 52	6,846 18	6,853 64
Schuylkill Navigation.....	13,206,009 78	13,207,752 17	10,587,125 74	12,903,247 11	12,758,715 86
Susquehanna.....	4,837,277 96	4,857,104 80	4,857,104 80	4,797,471 27	4,714,143 88
Union	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00
	.....	.....	.....	.....	33,816,728 14

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Delaware and Hudson.....	\$1,704,566 00	\$1,428,755 00	\$1,869,557 00	\$1,605,959 00	\$1,707,143 00
Lehigh Coal and Navigation.....	1,123,140 00	982,188 00	1,041,891 00	993,390 00	1,179,281 00
Monongahela Navigation.....	2,246,910 00	1,901,473 00	9,262 00	.....	2,625,973 00
Muncy	4,045 00	4,213 00	.....	.....	3,625 00
Pennsylvania.....	1,077,970 00	1,029,286 00	967,574 00	870,121 00	871,358 00
Schuylkill Navigation.....	879,743 00	1,388,681 00	1,200,181 00	1,113,100 00	1,040,995 00
Susquehanna.....	483,235 00	501,674 00	426,393 00	325,083 00	420,156 00
Union	110,760 00	127,287 00	124,961 00	119,305 00	77,352 00
	.....	.....	.....	.....	7,925,883 00

AUDITOR GENERAL'S CANAL REPORT.

COMPARATIVE STATEMENT OF EXPENSES FOR MAINTAINING AND OPERATING THE CANAL FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Delaware and Hudson.....	\$337, 296 43	\$280, 611 53	\$326, 383 35	\$330, 310 46	\$306, 097 42
Lehigh Coal and Navigation.....	163, 265 77	220, 407 11	213, 239 60	255, 071 53	202, 547 84
Monongahela Navigation.....	73, 222 50	62, 630 57	53, 726 58	83, 382 56	77, 502 03
Muncy.....	362 14	284 89	54 56	68 40	17 46
Pennsylvania.....	466, 663 61	591, 711 42	696, 598 16	706, 787 76	249, 859 00
Schuylkill Navigation.....	238, 333 27	330, 437 69	299, 836 97	247, 554 17	231, 043 10
Susquehanna.....	59, 957 11	56, 795 57	47, 910 86	162, 281 25	79, 657 98
Union.....	55, 749 92	36, 766 74	37, 741 06	39, 455 84	33, 165 92
					1, 179, 890 75

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Delaware and Hudson.....	\$107, 947 09	\$111, 361 38	\$80, 970 51	\$75, 374 05	\$66, 593 86
Lehigh Coal and Navigation.....	344, 307 89	578, 462 12	505, 059 99	580, 224 79	609, 759 62
Monongahela Navigation.....	220, 216 06	175, 119 70	196, 149 18	207, 456 55	216, 709 92
Muncy.....	293 27	223 44	217 96	60 00	100 00
Pennsylvania.....	609, 552 24	649, 597 72	556, 163 84	559, 557 28	555, 524 20
Schuylkill Navigation.....	501, 159 56	1, 077, 079 12	661, 540 41	789, 199 34	705, 647 40
Susquehanna.....	135, 161 60	144, 098 64	99, 151 20	87, 697 41	101, 797 49
Union.....	59, 952 62	58, 590 33	44, 861 76	43, 318 60	33, 692 06
					2, 289, 824 55

TABULATED RESULTS

COMPILED FROM TELEGRAPH REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law....	Amount paid in as by last report.....	Total am't now paid of capital stock....	Total am't of floating & funded debt,	Rate per ct. of interest on funded debt,	Rate per ct. of dividends.....
Atlantic and Ohio.....	\$650,000 00	\$650,000 00	\$650,000 00	.....	.....	.....
Automatic.....	1,300,000 00	.....	.....	200,000 00	.....	.....
American District.....	400,000 00	400,000 00	400,000 00	3,840 33	.....	.....
Erie County.....	35,000 00	25,000 00	25,000 00	.....	.....	.....
Franklin.....	1,000,000 00	1,000,000 00	1,000,000 00	20,300 32	.....	.....
Merchants' National.....	50,000 00	.....	50,000 00	.....	.....	.....
Pacific and Atlantic.....	2,000,000 00	.....	2,000,000 00	69,206 29	.....	.....
Philadelphia Local.....	25,000 00	400,000 00	400,000 00	.....	.....	2
Philadelphia, Reading and Pottsville.....	50,000 00	20,000 00	20,000 00	192,374 26	.....	.....
Rock Hill.....	3,000 00	.....	300 00	2,498 78	.....	.....
Western Union.....	41,073,400 00	.....	41,073,400 00	5,946,900 00	7	4
	46,586,400 00	2,495,000 00	45,618,700 00	6,435,119 98		

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments	Length of main line in miles	Length of main line in Pennsylvania	No. stations, entire line,	No. stations in Pennsylvania	No. of instruments in use, entire line	No. of instruments in use in Pennsylvania	No. of persons employed in maintaining and operating entire line			No. of persons employed in maintaining and operating line in Penna.			No. of messages sent during the year, entire line	No. of messages sent during the year in Pennsylvania	No. of messsages received during the year, entire line	No. of messages received during the year in Pennsylvania
								Male..	Female	Total..	Male..	Female	Total..				
Automatic.....	\$24,857 28	281	50	32	2	9	2	59	10	69	15	65,087	65,087	65,087	65,087	65,087	65,087
American District.....				8	8	478	478	88	1	89	88	2,500	2,500	2,500	2,500	2,500	2,500
Erle County.....		73	73	2	2	2	2			5	5						
Franklin.....	590,000 00	920	32	73	6	225	22	348	33	381	27	3	804,694	63,920	810,720	82,897	82,897
Merchants' National.....	50,000 00																
Pacific and Atlantic.....	2,058,641 26																
Philadelphia Local.....	400,000 00	235	235	91	91	237	237	90	40	130	90	40	300,000	300,000	210,000	210,000	210,000
Philadelphia, Reading and Pottsville.....	195,230 20	101	766	256	256	480	480	413	7	420	413	7	154,768	154,768	154,768	154,768	154,768
Rock Hill.....	2,498 78	30	30	3	3	3	3									13,800	13,800
Western Union.....		71,680 5	400 6	188	693	9,500				9,600			1,100	13,800,000			
	3,321,227 52	73,320 6	586 6	653 1	1,061	10,934 1	224 998	91	10,694	633	51	1,789 15	124,549	186,275	15,040	575,515,252	575,515,252

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses entire line.	Gross expenses in Pennsylvania.	Gross receipts entire line.	Gross receipts in Pennsylvania.
Atlantic and Ohio.....	.....	.....	.....	.....
Automatic.....	.....	.....	.....	.....
American District.....	\$33,388 84	.....	.....	\$22,747 84
Erie County.....	1,398 72	\$1,398 72	\$1,398 18	1,398 18
Franklin.....	253,382 69	20,263 50	262,783 14	24,197 05
Merchants' National.....	.....	.....	.....	.....
Pacific and Atlantic.....	.....	.....	.....	.....
Philadelphia Local.....	147,526 88	147,526 88	150,458 14	150,458 14
Philadelphia, Reading and Pottsville.....	68,039 62	68,039 62	55,037 46	55,037 46
Western Union.....	6,433,772 27	.....	9,354,202 91	.....
	6,937,509 02	237,228 72	9,823,879 83	253,838 67

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Atlantic and Ohio.....	.....	.....	\$650,000 00	\$650,000 00	\$650,000 00
Automatic .....	.....	.....	.....	13,000 00	.....
American District.....	.....	.....	.....	400,000 00	400,000 00
Bankers' and Brokers'.....	\$407,231 25	.....	.....	.....	.....
Erie County.....	.....	.....	.....	25,000 00	25,000 00
Franklin	1,000,000 00	\$1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Merchants' National.....	.....	.....	.....	.....	50,000 00
Pacific and Atlantic.....	.....	1,949,025 00	1,982,900 00	1,987,750 00	2,000,000 00
Philadelphia Local.....	1,861,225 00	.....	400,000 00	400,000 00	400,000 00
Philadelphia, Reading and Pottsville.....	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Rock Hill.....	.....	41,074,710 00	41,074,700 00	41,073,400 00	41,073,400 00
Western Union.....	.....	.....	.....	.....	300 00
	.....	.....	.....	45,126,300 00	45,618,700 00

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
Automatic .....	.....	.....	.....	.....	\$200,000 00
American District.....	.....	.....	.....	.....	3,840 33
Bankers' and Brokers'.....	.....	.....	.....	\$7,346 62	.....
Franklin	\$124,741 47	.....	.....	.....	.....
Pacific and Atlantic.....	116,000 00	\$134,500 00	\$58,000 00	20,719 95	20,300 32
Philadelphia, Reading and Pottsville.....	.....	78,878 17	106,832 62	69,206 29	69,206 29
Rock Hill.....	30,115 75	.....	.....	148,705 20	192,374 26
Western Union .....	.....	.....	.....	.....	2,498 78
	.....	.....	.....	245,978 06	5,946,900 00
	.....	.....	.....	.....	6,435,119 98

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
American District Bankers' and Brokers'	89,320	.....	.....	22,599	65,087
Erie County	59,341	.....	.....	4,000	2,500
Franklin	220,625	68,412	80,001	83,938	82,897
Pacific and Atlantic .....	.....	286,807	256,631	222,875	.....
Philadelphia Local	76,319	106,418	137,563	180,700	210,000
Philadelphia, Reading and Pottsville .....	.....	9,902,610	11,516,500	151,795	154,768
Western Union .....	.....	.....	.....	13,360,000	.....
	.....	.....	.....	.....	515,252

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
American District Bankers' and Brokers'	82,424	.....	.....	.....	65,087
Erie County	34,863	45,719	72,305	64,550	2,500
Franklin	234,322	220,625	299,535	260,166	63,920
Pacific and Atlantic .....	.....	.....	.....	240,916	.....
Philadelphia Local	76,319	106,418	137,563	151,795	300,000
Philadelphia, Reading and Pottsville .....	.....	9,902,610	11,516,500	13,360,000	154,768
Western Union .....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	586,275

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
American District.....	\$24,115 20	.....	.....	\$6,513 77	\$22,747 84
Bankers' and Brokers'.....	.....	.....	.....	.....	.....
Erie County.....	.....	.....	.....	2,146 27	1,398 18
Franklin.....	22,166 39	\$22,903 12	\$22,800 00	22,900 00	24,197 05
Pacific and Atlantic.....	119,646 11	132,325 00	153,000 00	157,000 00	.....
Philadelphia Local.....	.....	.....	.....	126,782 00	150,458 14
Philadelphia, Reading and Pottsville.....	43,566 56	35,124 87	41,517 58	44,331 05	55,037 46
Western Union.....	.....	.....	613,698 17	9,357,099 73	.....
	.....	.....	.....	.....	253,838 67

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1870.	1871.	1872.	1873.	1874.
American District.....	.....	.....	.....	\$25,082 12	.....
Bankers' and Brokers'.....	.....	.....	.....	.....	.....
Erie County.....	\$26,150 40	.....	.....	.....	\$1,398 72
Franklin.....	20,966 93	\$22,903 12	\$21,000 00	21,500 00	20,263 50
Pacific and Atlantic.....	114,842 97	120,000 00	153,000 00	170,000 00	.....
Philadelphia Local.....	.....	.....	.....	117,784 29	147,526 88
Philadelphia, Reading and Pottsville.....	42,930 86	37,334 72	51,290 48	52,205 82	68,039 62
Western Union.....	.....	.....	524,190 93	6,968,175 79	.....
	.....	.....	.....	.....	237,228 72

REPORTS OF COMPANIES.

REPORTS OF COMPANIES.

ALLEGHENY VALLEY.

STATE OF PENNSYLVANIA, }
Allegheny County } ss:

Personally appeared John Scott, president, and Ferd. E. Volz, treasurer, of the Allegheny Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) JOHN SCOTT, *President.*

FERD. E. VOLZ, *Treasurer.*

Sworn and subscribed before me, this }
6th day of February, 1875. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	2,256,400 00
Amount paid in as by last report.....	2,256,400 00
Total amount now paid in of capital stock.....	2,256,400 00
Funded debt as per last report.....	3,939,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bond, main line, (date of maturity, July 1, 1875).....	\$37,000 00
2d mortgage bonds, main line, (date of maturity, October 1, 1893,).....	8,000 00
General mortgage bonds, main line, (date of maturity, March 1, 1896,)	3,916,000 00
1st mortgage bonds, Bennett's Branch, (date of maturity April 1, 1910,).....	10,000,000 00
2d mortgage bonds, Bennett's Branch, (due in 35 annual instalments \$100,000, each commencing January 1, 1875,)..	3,500,000 00
	<hr/> 17,461,000 00

Floating debt as per last report	\$1,280,691 34
The amount now of floating debt.....	6,761,322 93
Total amount now of floating and funded debt.....	24,222,322 93
Rate per cent. per annum of interest on funded debt: 1st mortgage, main line, 7 per cent.; 2d mortgage, main line, 7, per cent.; 3d mortgage, main line, 7 per cent.	
Rate per cent. per annum of interest on funded debt: 1st mortgage, Bennett Branch, 7 per cent.; 2d mortgage, Bennett Branch, 5 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	45,128
Par value of each share.....	\$50 00
Average market value during the year.....	10 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost,	<u>\$12,831,317 30</u>	<u>\$24,636,755 25</u>

CHARACTERISTICS OF ROAD.

Length of main line of road: From Pittsburg to Oil City, 132 miles; from Redbank to Driftwood, 110; total.....	242 miles.
Length of main line of road laid.....	242 "
Length of main line of road laid in Pennsylvania	242 "
Length of double track of road	12 "
Length of sidings.....	70 $\frac{1}{10}$ "
Gauge of road.....	4 feet 9 inches.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company and their length, viz: Sligo Branch, 10 $\frac{1}{2}$ miles; Plum Creek, 8 miles.	
Roads worked or leased by the company	None.
Number of engine houses and shops: 5 engine houses and 1 shop.	
Number of engines.....	73
Number of first-class passenger cars, (average cost of each, \$5,000)	20
Number of second-class passenger cars, (average cost of each, \$3,000,)	9
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	9

RAILROAD REPORT.

5

Number of freight cars: House cars, (average cost of each, \$740,) 353; trucks, (average cost of each, \$575,) 1,147; total.....	1,500
Number of coal, ore and stone cars: Coal and coke, 22; stone, 29; (average cost of each, \$575;) total.....	51
Number of oil cars, (average cost of each, \$1,000,).....	423
Number of caboose cars, (average cost of each, \$700,)....	28
Number of iron bridges, (total length in feet, 1,257,).....	9
Number of wooden bridges, (total length in feet, 8,581,)..	64
Number of stone bridges, (total length in feet, 4,822,)....	42
Number of culverts, (total length in feet, 4,821,).....	181
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 32; freight, 9—41; Low Grade Division: Passenger, 3; freight, 7—10; total.....	51
Number of wood and water stations on main road.....	30
Value of real estate held by the company exclusive of roadway.....	None.
Number of tunnels, (length of each, 663 feet, 511 feet, 753 feet, 424 feet, 1,936 feet—4,287 feet,).....	5
How is track laid, and on what foundation? Fish-plate joint; four-fifths broken stone ballast; one-fifth gravel.	
Length in miles laid with steel rail	1

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger cars.....	1,434,717
Number of miles run by freight and coal cars.....	15,184,439
Number of through passengers for the year on main road..	9,718
Number of passengers (all classes) carried in cars.....	831,178
Number of tons of 2,000 lbs. of through freight for the year on main road	44,396
Number of passengers carried one mile	17,183,247
Number of tons of freight carried one mile.....	71,798,600
Number of passengers carried one mile in the State of Pennsylvania	17,183,247
Number of tons of freight carried one mile in the State of Pennsylvania	71,798,600
Gross amount of tonnage for the year, (2,000 lbs. per ton,) ..	1,794,965
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	20

Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	33 tons.
Weight of freight engines.....	33 to 35 tons.

Monthly statement of passengers (all classes) carried in cars :

November, 1873.....	67,599	June, 1874.....	75,090
December, 1873.....	66,237	July, 1874.....	77,829
January, 1874.....	59,976	August, 1874.....	71,859
February, 1874.....	56,212	September, 1874.....	69,333
March, 1874.....	71,846	October, 1874.....	62,970
April, 1874.....	79,189		
May, 1874.....	72,988	Total.....	831,178

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.	Agricultural products.....	24,241
Bituminous coal.....	458,403	Merchandise and manufactures,	61,836
Petroleum and other oils.....	878,992	Live stock.....	1,036
Pig iron.....	53,423	Lumber.....	48,720
Railroad iron.....	3,577	Other articles.....	86,888
Other iron or castings.....	18,327		
Iron and other ores.....	77,068	Total.....	1,794,965
Stone and lime.....	82,454		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first-class through passengers.....	3½ cents.
For first-class way passengers.....	3½ cents.

The approximated average rate per ton of (2,000 pounds) per mile charged for freight :

For through freight, per ton per mile.....	2 ⁰⁰ / ₁₀₀ cents.
For through coal, per ton per mile.....	1 ²⁵ / ₁₀₀ "
For local freight, per ton per mile.....	3 ⁰⁰ / ₁₀₀ "
For local coal, per ton per mile.....	1 ⁷⁵ / ₁₀₀ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	APPROXIMATELY ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$537, 896 15	\$107, 579 23	\$130, 316 92
Taxes on real estate.....	30, 559 44	6, 111 89	24, 447 55
Total.....	568, 455 59	113, 691 12	454, 764 47
REPAIRS OF MACHINERY.			
Repairs to engines and tenders.....	\$93, 051 94	\$18, 610 39	\$74, 441 55
Repairs to passenger and baggage cars.....	39, 390 64	39, 390 64	.....
Repairs of freight cars.....	94, 021 44	.....	94, 021 44
Repairs of tools and machinery in shops.....	6, 300 38	1, 260 08	5, 040 30
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	72, 828 52	14, 565 70	58, 262 82
Total.....	305, 592 92	73, 826 81	231, 766 11
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$20, 681 10	\$4, 136 22	\$16, 544 88
Agents and clerks.....	80, 759 42	16, 151 88	64, 607 54
Labor—loading and unloading freight.....	20, 880 63	.....	20, 880 63
Porters, watchmen and switch tenders.....	33, 867 65	6, 773 53	27, 094 12
Car cleaning and inspecting, furniture and fixtures.....	20, 663 85	4, 132 77	16, 531 08
Wood and water station attendance.....	8, 368 49	1, 673 70	6, 694 79
Conductors, baggage-masters and brakemen.....	144, 476 41	28, 895 28	115, 581 13
Engineers and firemen.....	102, 393 66	20, 478 73	81, 914 93
Fuel, and cost of preparing for use.....	83, 352 59	16, 670 52	66, 682 07
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	22, 918 56	4, 583 71	18, 334 85
Telegraph, mail and station expenses.....	39, 131 74	7, 826 35	31, 305 39
Less and damage of goods and baggage.....	4, 949 35	989 87	3, 959 48
Shoveling snow.....	359 85	71 97	287 88
Damage for injury of persons.....	6, 129 33	1, 225 87	4, 903 46
General superintendence.....	51, 843 70	10, 368 74	41, 474 96
Contingencies.....	114, 895 86	22, 979 17	91, 916 69
Total.....	755, 672 19	146, 958 31	608, 713 88

Receipts on construction and equipment account during the year :

From stockholders and other sources	None.
From sale of bonds.....	\$13,527,000 00
Total	<u>13,527,000 00</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
November, 1873..	\$40,260 88	\$188,885 15	\$1,940 20	\$1,019 30	\$2,762 20	\$234,867 55
December, 1873..	37,780 31	143,557 65	2,931 62	782 29	6,691 95	191,743 82
January, 1874....	33,191 92	150,126 94	2,035 90	482 74	108 33	185,945 83
February, 1874...	32,731 61	121,391 80	2,021 55	980 85	1,117 21	158,243 02
March, 1874.....	45,021 28	127,040 53	2,054 00	943 53	75 00	175,134 34
April, 1874.....	52,608 85	145,703 71	2,061 14	1,015 23	1,013 16	202,402 09
May, 1874.....	46,664 00	154,553 12	2,091 32	1,705 77	2,081 79	207,096 00
June, 1874.....	45,785 30	169,010 36	2 152 13	1,376 92	283 66	218,608 37
July, 1874.....	47,483 31	184,360 65	2,149 57	1,092 16	381 28	235,466 97
August, 1874....	47,263 63	163,974 34	2,092 35	1,486 54	1,000 77	215,817 63
September, 1874..	45,313 32	167,260 12	2,179 53	4,332 50	389 55	219,475 02
October, 1874....	41,393 07	185,721 27	2,253 50	2,013 30	2,995 00	234,376 14
Total	515,497 48	1,901,585 64	25,962 63	17,231 13	18,899 90	<u>2,479,176 78</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$10,821,855 28
For maintaining the road, &c.—Repairs of machinery and operating the road.....	1,629,720 70
For dividends and surplus fund.....	None.
For interest.....	813,288 00
For miscellaneous, municipal, State and United States taxes: Included in maintaining the road.	
Total	<u>13,264,863 98</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 ¹⁶⁹ / ₁₀₀₀ cents.
Cost per ton freight per mile, proximate average.....	<u><u>848</u></u> <u>1000</u> "

What express companies run on your road, and on what terms? The Union express company, on payment of \$12,600 per annum, for the main line, and at an average rate of \$1,800 per annum for the low grade division.

What transportation companies run on your road: None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	2	..
Employees.....	8	22
Others	9	10
Total.....	<u>19</u>	<u>32</u>

1873.

November 13. Thos. Calvey, foot cut off by freight train at St. George's; fell on track.

November 15. John M'Hugh, arm crushed by an extra train at Iowa Mills; train off track.

November 20. Charles Barry, killed by freight at Roberts' Run; lying on track.

December 6. — Jackson, foot crushed by accommodation at Forty-eighth street; standing on track.

December 7. Unknown, head slightly cut by express at Templeton; jumping from train.

December 13. Charles Murry, leg smashed by freight at Red Bank; caught between cars.

December 18. J. M'Giness, slightly injured by accommodation at Ross-ton; misplaced switch.

December 23. Hugh Gallagher, killed by night shift at Sharpsburg; struck hand car.

December 31. Louis Hannawalt, badly injured by express at Rockland; crossing track in front of train.

1874.

January 3. Patrick Donley, foot cut off while coupling night shift at South Oil City

January 6. Jerry Sullivan, badly injured while coupling lower shift at Pittsburg.

January 17. John Steel, head injured by freight at Pittsburg; switching.

January 31. Joseph Coll, both legs cut off by freight at Sarah Furnace; shifting

February 8. M. M'Intyer, leg broken by extra engine at Reynoldsville; off the track.

March 23. Wm. Guleck, hand badly injured while coupling freight at Catfish.

March 26. Robert Beaty, foot injured by freight at Roberts' Run; jumping on train.

March 26. Pat. Connel, face injured by freight at Black's; walking on track.

April 16. D. A. Mularkey, injured internally while coupling freight at Waring.

April 18. A. Aland, collar bone broken while coupling, shifting, at Twentieth street.

April 21. John Lynch, killed by freight at Foxbury; fell getting off track.

April 22. W. G. George, finger injured while coupling upper shift.

April 22. Samuel Wolff, killed by engine at Foxbury; poling.

April 23. John Hurtz, leg injured by freight at Waring; fell off train.

May 5. Andrew Kelty, killed by express at Thirtieth street; jumping off train.

May 8. Richard Bear, (child,) killed by a shifting train at South Oil City.

May 9. W. Milo, slightly injured by accommodation at Pittsburg acid works; liquor.

May 19. Child, killed by accommodation at Karns; lying on track.

May 30. John Dyer, killed by lower shift at Pittsburg; engine off track.

June 3. John Duary, killed by express at Schenley; jumping on train.

June 29. Joseph Heibler, badly injured, and A. Kintzler, slightly injured, by accommodation at Verona; jumping from train.

June 29. J. J. Brown, slightly injured by freight at shops; slipped getting on train.

July 1. Unknown, killed by ballast train at Verona; standing on track.

July 3. Albert Hills, killed by express at Hillville; lying on track.

July 4. John Smith, killed by accommodation at Sandy creek; walking on track drunk.

July 5. — Smith, killed by express at Howard's Quarry; lying on the track.

July 24. F. Schafer, arm broken by pay train at Schafer's; walking on track.

July 25. P. S. Cunningham, killed by freight at Black's; thrown from car.

August 3. James Conner, injured slightly while coupling at Thirty-third street; shifting.

August 11. B. Smith, injured slightly by freight at Rosston; walking on track.

August 12. Thos. Connel, head badly injured by freight at Johnston; fell from caboose.

September 5. Thos. Maloney, hand crushed while coupling freight at Emlenton.

September 9. A. A. Jack, killed by freight at Logan's Ferry; lying on track.

September 30. James Esler, Mike Killian, Henry Wertz and R. Doyler killed by mail at Millville; collision.

September 30. Conn Tarr, John Space, Tate M'Connel and John Brown injured slightly by mail at Millville; collision.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
John Scott.....	Pittsburg, Pa.
J. Patton Lyon.....	Pittsburg, Pa.
Wm. K. Nimick.....	Pittsburg, Pa.
Wm. M. Lyon.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
Felix R. Brunot.....	Pittsburg, Pa.
James Park, Jr.....	Pittsburg, Pa.
George B. Roberts.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
John Scott, President.....	Pittsburg, Pa.
Wm. P. Shinn, Assistant President and Secretary....	Pittsburg, Pa.
Ferd. E. Volz, Treasurer.....	Pittsburg, Pa.
John J. Lawrence, General Superintendent.....	Pittsburg, Pa.
Henry Blackstone, Chief Engineer.....	Pittsburg, Pa.
A. T. Rowand, Auditor.....	Pittsburg, Pa.

ALLENTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer of the Allentown railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

WILLIAM M'LEAN,
Notary Public.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	714,200 00
Amount paid in as by last report.....	568,744 47
Total amount now paid in of capital stock.....	568,744 47
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	649,119 84
The amount now of floating debt.....	687,009 47
Total amount now of floating and funded debt.....	687,009 47
Date and rate per cent. per annum of dividend or dividends,	None declared.

Number of shares of stock issued, full paid.....	8,913
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,078,438 82	\$1,078,438 82

Equipment furnished by Philadelphia and Reading railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Clinton to Allentown,	35.8 miles.
Length of main line of road laid.....	4.5 "
Length of main line of road laid in Pennsylvania.....	4.5 "
Length of double track of road.....	None.
Length of sidings.....	0.3 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 18,).....	1
Number of culverts, (total length in feet, 505,).....	7
Number of railroads crossed.....	None.
Number of stations on main road, (passenger and freight,).....	1
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road- way.....	\$23,709 43
Number of tunnels.....	None.
How is track laid and on what foundation? Wooden cross- ties and stone ballast.	
Length in miles laid with steel rail.....	None.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources, nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Coal.	Miscellaneous.	Total.
December, 1873.....	\$93 31	\$66 10	\$62 82	\$9 25	231 48
January, 1874.....	92 22	76 51	14 58	21 25	204 56
February, 1874.....	86 53	75 90	26 93	28 75	218 11
March, 1874.....	75 78	81 38	30 50	14 25	201 91
April, 1874.....	114 68	61 04	81 50	9 25	266 47
May, 1874.....	93 59	70 96	51 69	9 25	225 49
June, 1874.....	100 37	42 90	34 69	28 75	206 71
July, 1874.....	97 54	46 19	9 21	9 25	162 19
August, 1874.....	116 67	67 58	34 89	16 75	235 89
September, 1874.....	82 89	64 00	47 20	14 25	208 34
October, 1874.....	183 21	91 54	63 41	9 25	347 41
November, 1874.....	80 18	128 31	66 09	9 25	283 83
Total	1,216 97	872 41	523 51	179 50	2,792 39

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$200 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	Nothing.
Discount and interest.....	39,002 52
Miscellaneous.....	1,348 24
Dividends, surplus fund and municipal taxes.....	None.
State taxes	131 28
Total.....	<u>40,682 04</u>

This road being worked by the Philadelphia and Reading railroad company, all returns not given in this report will be included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Charles E. Smith.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.

ATLANTIC AND GREAT WESTERN.

STATE OF PENNSYLVANIA, }
Crawford County, } ss :

Personally appeared J. H. Devereux, president, and F. E. Rittman, treasurer of the Atlantic and Great Western railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending 30th September, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. H. DEVEREUX, *President.*

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of December, 1874. }

J. H. CULBERTSON, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000,000 00
Amount paid in as by last report.....	39,458,700 00
Total amount now paid in of capital stock.....	34,671,548 00
Funded debt as per last report.....	71,112,287 43
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (January 1, 1902,) \$14,922,200 00	
2d mortgage bonds, (March 1, 1902,) 10,173,679 69	
3d mortgage bonds, (May 1, 1902,) 28,783,000 00	
1st mortgage bonds, Ohio Division, (October 1, 1876,).....	2,416,300 00
Re-organization stock, (March 1, 1874,) 655,500 00	
Fractional certificates.....	5,213 12
Leased line rental trust bonds, 1872, (January 1, 1902,).....	5,355,000 00
Leased line rental trust bonds, 1873, (January 1, 1903,).....	2,931,000 00
Western Extension certificates, (July 1, 1876,)	1,979,000 00
Total	67,220,892 81
Floating debt as per last report.....	3,858,800 67
The amount now of floating debt.....	3,888,971 63
Total amount now of floating and funded debt.....	71,109,864 44

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	693,430 $\frac{4}{5}$
Par value of each share.....	50 00
Average market value during the year.....	None.
Amount paid in on each share	Full amount.

COST OF ROAD AND EQUIPMNT.

	By last report.	By present report.
Construction, (estimated,)	Not given.	\$71,304,106 54
Equipment.....	Not given.	9,940,964 92
Total cost		1,245,071 46

CHARACTERISTICS OF ROAD.

Length of main line of the road, from Salamanca to Dayton,	388.02 miles.
Length of main line of road laid.....	388.02 “
Length of main line of road laid in Pennsylvania, (no double track on main line,).....	92.42 “
Length of double track of road, (4 rails, i. e., double-gauge on leased line C. & M. railroad, in Ohio,).....	50 “
Length of sidings, (this includes all sidings, both on main line, branches and leased lines, main line sidings, 77.8 miles	115.50 “
Gauge of road: 6 feet, 4 feet 9 $\frac{1}{4}$ inches, 4 feet 9 $\frac{3}{8}$ inches.	
Weight of rail per yard on main track: 56 to 68 pounds.	
Branch roads owned by the company and their length, viz: Franklin Branch, 33.78 miles; Silver Creek, 2 miles.	
Roads worked or leased by the company, viz: Cleveland and Mahoning Valley railway, Sharon Branch railway, Cincinnati, Hamilton and Dayton railroad.	
Number of engine houses and shops.....	14
Number of engines, (first cost \$10,000,).....	170
Number of first class passenger cars, (average cost of each, \$3,500,)	12
Number of second class passenger cars, (average cost of each, \$2,000,).....	26
Number of baggage, mail and express cars, (average cost of each, \$1,200,).....	28
Number of freight cars: House cars, (average cost of each, \$700,) 929; trucks, (average cost of each, 350,) 1,798; total.....	2,727

Number of caboosc cars, (average cost of each, \$700,)....	95
Number of iron bridges, (total length in feet, 641,).....	5
Number of wooden bridges, (total length in feet, 11,318,)..	95
Number of stone bridges and tunnels.....	None.
Number of culverts, (total length in feet, 18,045,).....	662
Number of railroads crossed.....	34
Number of stations on main road: Passenger, 17; passen- ger and freight, 50; freight, 15; total	82
Number of wood and water stations on main road.....	42
Value of real estate held by the company exclusive of road- way.....	\$144,652 50
How is track laid and on what foundation? Wooden ties and gravel ballast, rails laid mostly with fish-plates.	
Length in miles laid with steel rail	115
The following is a statement of the rolling stock leased from the United States rolling stock company, and not in- cluded in above statement of equipment:	
First class passenger cars.....	26
Second class passenger cars.....	16
Baggage and express cars.....	20
Freight cars.....	2,755
Locomotives.	24

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,097,244
Number of miles run by freight trains	3,242,225
Number of miles run by coal trains: Not kept separate; is included in freight trains.	
Number of through passengers for the year on main road..	85,820
Number of passengers (all classes) carried in cars.....	1,038,836
Number of tons of 2,000 lbs. of through freight for the year on main road.....	563,321
Number of passengers carried one mile	39,486,695
Number of tons of freight carried one mile.....	319,225,400
Number of passengers carried one mile in the State of Penn- sylvania.....	5,110,305
Number of tons of freight carried one mile in the State of Pennsylvania	69,982,931
Gross amount of tonnage for the year, (2,000 lbs. per ton,) ..	2,709,734
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20

Average rate of speed adopted by express trains, including stops.....	25
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	35 tons.
Weight of freight engines.....	36 "

Monthly statement of passengers (all classes) carried in cars :

November, 1873.....	73,399	May, 1874.....	80,117
December, 1873.....	87,423	June, 1874.....	87,443
January, 1874.....	79,088	July, 1874.....	97,237
February, 1874.....	73,156	August, 1874.....	98,425
March, 1874.....	94,447	September, 1874.....	95,877
April, 1874.....	87,611	October, 1874.....	84,613

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	65,154	Stone and lime.....	68,375
Bituminous coal.....	835,390	Agricultural products.....	303,652
Petroleum and other oils.....	392,287	Merchandise and manufactures,	225,796
Pig iron.....	67,218	Live stock.....	39,152
Other iron or castings.....	77,835	Lumber.....	62,536
Iron and other ores.....	240,957	Other articles.....	331,382

The rate of fare for passenger charged for the respective classes per mile as follows :

For first class through passengers	2 $\frac{1}{4}$ cents.
For first class way passengers	3 "
For second class through passengers.....	2 "
For second class way passengers : Same as first-class.	

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	1 to 3 cents.
For through coal, per ton per mile.....	1 to 1 $\frac{1}{2}$ "
For local freight, per ton per mile.....	1 $\frac{1}{2}$ to 5 "
For local coal, per ton per mile	1 $\frac{1}{3}$ to 3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$980,357 62	\$83,717 64	\$806,639 98
Taxes on real estate.....	138,836 57	30,030 35	108,806 22
Total	1,119,194 19	113,747 99	1,005,446 20
REPAIRS TO MACHINERY.			
Repairs of engines and tenders.....	\$322,692 93	\$81,609 04	\$241,083 89
Repairs of passenger and baggage ears.....	60,491 10	60,491 10	.....
Repairs of freight cars	230,242 34	.....	230,242 34
Repairs of tools and machinery in shops.....	30,917 18	5,147 71	25,769 47
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	86,190 03	14,350 64	71,839 39
Total	730,533 58	161,598 49	568,935 09
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$44,526 88	\$9,631 19	\$34,895 69
Agents and clerks.....	148,868 65	45,703 33	103,165 32
Labor—loading and unloading freight.....	94,326 44	.....	94,326 44
Porters, watchmen and switch tenders.....	40,050 28	3,208 03	36,842 25
Car cleaning and inspecting, furniture and fixtures.....	7,465 57	7,465 57	.....
Wood and water station attendance.....	15,550 90	3,932 82	11,618 08
Conductors, baggage masters and brakemen.....	344,067 02	72,842 81	271,224 21
Engineers and firemen.....	252,819 32	68,282 01	184,537 31
Fuel and cost of preparing for use.....	320,671 76	84,386 99	236,284 77
Oil and waste for engines and tenders, passenger, baggage and freight ears.....	43,648 30	11,552 11	32,096 79
Telegraph, mail and station expenses.....	89,568 00	19,373 56	70,194 44
Loss and damage of goods and baggage.....	11,840 93	534 25	11,306 68
Shoveling snow	3,062 49	774 50	2,287 99
Damage for injury of persons.....	35,631 18	2,854 06	32,777 12
Damage to property, including damage by fire and cattle killed on road.....	5,835 43	1,475 78	4,359 65
General superintendence.....	158,181 32	34,214 62	123,966 70
Contingencies	302,309 57	24,215 00	278,094 57
Total.....	1,918,424 64	390,446 63	1,527,978 01

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	\$920,192 20
From other sources.....	8,425 58
Total.....	<u>928,617 78</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
October, 1873.....	\$80,924 55	388,663 72	\$9,605 78	\$3,929 83	\$483,123 88
November, 1873.....	79,771 83	273,725 92	10,239 51	2,569 86	366,307 12
December, 1873.....	71,224 57	336,707 44	10,997 34	6,692 95	425,622 30
January, 1874.....	64,054 28	324,825 92	8,613 15	4,927 56	402,420 91
February, 1874.....	57,982 89	259,639 31	7,648 84	3,678 37	328,949 41
March, 1874.....	71,798 42	292,471 39	7,990 94	3,775 61	376,036 36
April, 1874.....	84,610 86	313,292 36	9,393 15	4,883 93	412,180 30
May, 1874.....	66,128 42	346,512 63	10,834 83	4,134 65	427,610 53
June, 1874.....	77,513 27	312,741 91	11,950 77	2,779 21	404,985 16
July, 1874.....	84,778 28	296,480 86	11,078 41	7,472 62	399,810 17
August, 1874.....	89,696 87	285,548 71	10,162 96	4,419 92	389,828 46
September, 1874.....	97,454 33	307,632 56	10,732 95	5,562 64	421,382 48
Total.....	<u>925,938 57</u>	<u>3,738,242 73</u>	<u>119,248 63</u>	<u>54,827 15</u>	<u>4,838,257 08</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$217,286 29
For maintaining the road, &c.—repairs of machinery and operating the road.....	3,629,315 84
For dividends.....	None.
For Erie and New York city bonds redeemed.....	14,000 00
For interest.....	745,052 35
For miscellaneous.....	302,253 47
For rental of foreign ears and engines.....	662,567 91
For municipal and State taxes.....	138,836 57
For tolls over other roads.....	705,867 62
Total.....	<u>6,415,180 05</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	01 ^{68.6} / ₁₀₀₀ cents.
Cost per ton freight per mile, proximate average.....	00 ^{97.1} / ₁₀₀₀ "

What express companies run on your road, and on what terms? United States express company and Adams express company. United States express company pays about double first class rates on west bound and about double second class on east bound freight. Adams express company pays twenty-seven cents per hundred on all shipments.

What transportation companies run on your road, and on what terms? Great Western Dispatch company, Co-operative company and Erie and Pacific Dispatch company ship freight, using the regular tariff rates as established from time to time, and are in all respects on same footing with other shippers and receive commissions according to the different classes of freight shipped.

ACCIDENTS.

	Killed.	Injured.
Employees.....	5	13
Others.....	6	6
Total.....	<u>11</u>	<u>19</u>

1873.

October 3. Thomas Loup, Clarksville, killed in attempting to drive across track ahead of train. Train struck wagon throwing him out; disregarded signals.

October 6. Daniel Driscoll, brakeman, Corry, killed coupling cars, was run over.

October 7. David Steiner, brakeman, Corry, injured coupling cars, right hand smashed; two fingers amputated.

October 9. Walter Grubb, brakeman, Franklin, injured coupling cars, hand caught between draw-heads and badly smashed; no bones broken.

October 23. James Burns, brakeman, Shenango, injured; foot caught between pilot and track when trying to jump on front end of engine and badly crushed; part of foot amputated.

October 26. A. L. Jewell, conductor, Shenango, killed taking train out of side track, he was on a tank car holding on to railing leaning out, when his head struck a telegraph pole throwing him under the car, cutting off both legs, breaking left arm and badly bruising his head; died five hours after accident; no inquest.

October 30. Dennis Sullivan, brakeman, Freehold, hand injured coupling cars; one finger amputated.

November 1. Patrick Panett, Reno, injured, head badly cut and foot crushed; foot amputated;

December 9. Jno. M'Grath, sixty years of age, killed near Union City, intoxicated; Coroner's verdict, killed while intoxicated.

1874.

January 12. Charles Faulkner, brakeman, Union City, injured coupling cars, had thumb smashed; amputated at second joint.

January 16. M. L. Robinson, brakeman, Meadville depot, injured coupling engine to train, hand caught between dead-woods of tender and buffer of baggage car and badly bruised; no bones broken.

January 30. Thomas Finnucon, injured, hit by cylinder of engine while walking at side of track ; arm fractured above elbow.

February 2. Fred. Metzger, Union City, injured stealing a free ride between cars, right leg badly injured, bone broken and two fingers of right hand amputated.

February 16. Alexander Mattoek and wife, Clarksville, injured, Mr. Mattoek badly bruised, Mrs. Mattoek had skull broken, both recovered ; drove on crossing ahead of train.

February 26. Joseph Edwards, brakeman, Shenango, injured coupling cars ; thumb amputated.

March 11. Con I. Finnucon, brakeman, Corry, injured coupling cars ; fore finger of left hand smashed.

March 25. Thos. Donovan, switchman Meadville yard, injured coupling cars ; three fingers on right hand amputated above first joint.

April 17. Dr. E. L. Thiekston, Union City, killed while attempting to cross track between cars ; coroner's verdict, "no blame attached to any person or persons."

April 17. James W. Briggs, brakeman, Evans' bridge ; injured coupling cars ; hand caught between brake wheel and some lumber and badly bruised ; no bones broken.

June 18. Chas. E. Stewart, brakeman, Meadville, killed ; fell between the cars, the caboose passing over him ; died two hours after accident.

July 2. Buel Root, 85 years of age, Mill Village, killed ; was standing on crossing, and paid no attention to whistle ; no inquest.

July 2. David Stacks, brakeman, Clarksville, injured coupling cars ; two fingers broken.

July 2. Jennie R. Barber, two years old, Cambridge, killed, playing on track ; no inquest

July 3. John Terrill, Meadville, killed while stealing a ride ; in attempting to get off was thrown under cars ; coroner's verdict, "came to his death by accident ; no blame attached to any one."

July 20. William Bingham, brakeman, Meadville, injured coupling ; two fingers amputated.

August 10. Paul Campbell, 70 years of age, Meadville yard, injured while walking on the track at midnight ; struck by train, crushing his leg, above the knee ; leg amputated.

August 20. Martin Minor, switch tender, Meadville, jumped on side of car to ride, leg caught between that and another car passing ; no bones broken.

September 8. Thomas Franey, switchman, Meadville, fatally injured coupling cars ; foot caught in brake beam, which threw him under the car

truck, passed over him, injuring him internally, from which he died ; no inquest.

September 16. P. Madden, laborer on gravel train, Evans' Bridge, killed ; was working with gang between main and side track, and when train was near, went to cross main track in front of it, and on being told to hurry, stopped and looked back ; no inquest.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. H. Devereux.....	Meadville, Penna.
W. W. McFarland.....	New York city.
Lawrence Wells.....	New York city.
James H. Fay.....	New York city.
A. Hegemisch.....	New York city.
W. H. Upson.....	Akron, Ohio.
John Todd.....	Cleveland, Ohio.
Reuben Hitchcock.....	Painesville, Ohio.
Henry E. Parsons.....	Ashtabula, Ohio.
W. S. C. Otis.....	Cleveland, Ohio.
Sobieski Ross.....	Coudersport, Penna.
Thos. Warnock.....	Meadville, Penna.
J. H. Devereux, President.....	Meadville, Penna.
Thos. Warnock, Secretary.....	Meadville, Penna.
F. E. Rittman, Treasurer.....	Meadville, Penna.

BACHMAN VALLEY.

STATE OF PENNSYLVANIA, }
York County, } ss :

Personally appeared A. W. Eichelberger, president, and George N. Forney, treasurer, of the Baehman Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

Signed A. W. EICHELBERGER, *President.*
 GEORGE N. FORNEY, *Secretary and Treasurer.*

Sworn and subscribed before me, this }
10th day of February, 1875. }

C. W. FORNEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	68,000 00
Amount paid in as by last report.....	66,604 40
Total amount now paid in of capital stock.....	66,742 31
Funded debt as per last report.....	45,000 00
The amount now of funded debt, (classified and date of maturity,) as follows: —	
1st mortgage bonds, (date of maturity, 1892,).....	45,000 00
Floating debt as per last report, and amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	45,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	1,334
Par value of each share.....	\$50 00
Average market value during the year.....	30 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$108,277 89</u>	<u>\$113,190 99</u>

Equipment: Rolling stock and motive power is furnished by Hanover Branch railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Valley Junction to State line.....	9 miles
Length of main line of road laid.....	9 “
Length of main line of road laid in Pennsylvania.....	9 “
Length of double track of road.....	None.
Length of sidings.....	375 yards.
Gauge of road.....	4 feet 8 in.
Weight of rail per yard on main track.....	52 pounds.
Branch roads owned, and roads worked or leased by the company, number of engine houses and shops, iron bridges, stone bridges, and number of railroads crossed.....	None.
Number of wooden bridges, (total length in feet, 199,)....	8
Number of culverts, (total length in feet, 177,).....	11
Number of stations on main road: Passenger and freight..	7

Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way; number of tunnels, and length in miles laid with steel rail.....	None.
How is track laid, and on what foundation? Part earth; part stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains:	
Mixed trains about	6,912
Number of through passengers for the year on main road,	No record.
Number of passengers (all classes) carried in cars.....	399,772
Number of tons of 2,000 lbs. of through freight for the year on main road	39,272
Number of tons of freight carried one mile.....	336,903
Number of tons of freight carried one mile in the State of Pennsylvania	336,903
Number of passengers carried one mile in the State of Pennsylvania: No account kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	39,272
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	15

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	371 $\frac{1}{2}$	July, 1874.....	410 $\frac{1}{2}$
February, 1874.....	241	August, 1874.....	339
March, 1874.....	331	September, 1874.....	270 $\frac{1}{2}$
April, 1874.....	327	October, 1874.....	324
May, 1874.....	615	November, 1874.....	247 $\frac{1}{2}$
June, 1874.....	268	December, 1874.....	252 $\frac{1}{2}$

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal... 1,756	Agricultural products, merchandise and manufactures.....	2,229
Iron and other ores..... 31,935	Lumber.....	553
Lime..... 2,798		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 $\frac{1}{2}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ "
For second class through passengers.....	3 $\frac{1}{2}$ "
For second class way passengers.....	3 $\frac{1}{2}$ "

The rate per ton (of 2,000 pounds,) per mile charged for freight :

For through freight on iron ore, per ton per mile.....	2 $\frac{8}{10}$ cents.
For through coal.....	4 “
For local freight, &c.....	5 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, &c...	\$799 30
Repair hands.....	2,189 72
Total.....	\$2,989 01

Repairs of machinery :

Operated by Hanover Branch Railroad company, and all these items are furnished by them.

Operating the road :

Working expenses to Hanover Branch Railroad company..	\$3,344 84
Office expenses, stationery, &c.....	1 47
Agents and clerks.....	570 00
General superintendence.....	503 00
Contingencies.....	42 87
Total.....	\$4,462 18

Grand Total.....	7,451 19
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Receipts on construction and equipment account during the year :

From stockholders	\$137 91
From sale of bonds and other sources.....	Nothing.
Total.....	137 91

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
December, 1873.....			\$699 65	\$699 65
January, 1874.....	\$83 46	\$863 78		947 24
February, 1874.....	75 69	694 77		770 46
March, 1874.....	106 77	1,013 51		1,120 28
April, 1874.....	106 69	952 23		1,058 92
May, 1874.....	189 05	921 83		1,110 88
June, 1874.....	78 99	629 11		708 10
July, 1874.....	139 83	656 99		796 82
August, 1874.....	102 65	855 53		958 18
September, 1874.....	81 15	675 59		756 74
October, 1874.....	99 66	792 23		891 89
November, 1874.....	78 21	805 11		883 32
December, 1874.....	80 17	648 56		728 73
Total.....	1,222 32	9,509 24	699 65	11,431 21

SUMMARY OF PAYMENTS

For construction and equipment \$799 30, included in expense account.	
For maintaining the road, &c.—repairs of machinery and operating the road, and repair hands.....	7,451 19
For dividends.....	None.
For interest.....	3,027 50
For miscellaneous \$1,117 34, included in expense account.	
For surplus fund.....	952 52
For municipal and State taxes: Included in expense account.	
Total.....	11,431 21
Total amount of surplus fund.....	\$1,979 58

Cost of transportation:

Cost per ton freight per mile, proximate average.....	2.82 cents.
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What express and transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
C. J. Nourse.....	Columbia, Pa.
P. R. Pyne.....	Columbia, Pa.
B. F. Steiger.....	Columbia, Pa.
C. L. Johnson.....	Columbia, Pa.
H. C. Schriver.....	Hanover, Pa.
Jos. Dellone.....	Hanover, Pa.
Reuben Young.....	Hanover, Pa.
Levi Dubbs.....	Hanover, Pa.
J. W. Gitt.....	Hanover, Pa.
Stephen Keefer.....	Hanover, Pa.
E. W. Heindel.....	Glenmore, Pa.
M. Sauble.....	Glenmore, Pa.
A. W. Eichelberger.....	President.
Geo. N. Forney.....	Secretary and Treasurer.

BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA, }
Clinton County, } ss :

Personally appeared L. A. Mackey, president, and H. T. Beardsley, treasurer, of the Bald Eagle Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed)

L. A. MACKEY, *President.*

H. T. BEARDSLEY, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of December, 1874. }

E. P. M'CORMICK, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	550,000 00
Amount paid in as by last report.....	550,000 00
Total amount now paid in of capital stock	550,000 00
Funded debt as per last report.....	445,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1881).....	\$336,900 00
2d mortgage bonds, (date of maturity, July 1, 1884)	100,000 00
	<hr/>
	436,900 00
Floating debt as per last report and amount now of floating and funded debt.....	None.
Total amount now of floating and funded debt.	436,900 00
Rate per cent. per annum of interest on funded debt : 1st mortgage, 6 per cent. ; 2d mortgage, 7 per cent.	
Date and rate percent. per annum of dividend or dividends :	
Cash, January 27, 4 per cent. ; cash, July 28, 4 per cent.	
Number of shares of stock issued.....	11,000
Par value of each share.....	\$50 00
Average market value during the year.....	40 00
Amount paid in on each share.	50 00
Amount of capital on which the respective dividends were declared.....	550,000 00

BALD EAGLE VALLEY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,050,000 00	\$1,050,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lock Haven to the junction with Tyrone and Clearfield railroad, near Tyrone...	51 $\frac{19.5}{1000}$ miles.
Length of main line of road laid	51 $\frac{19.5}{1000}$ "
Length of main line of road laid in Pennsylvania	51 $\frac{19.5}{1000}$ "
Length of double track of road	None.
Length of sidings	5 $\frac{4.8}{100}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track	45 and 56 lbs.
Branch roads owned by the company and their length, viz:	
From Milesburg to Bellefonte	2 $\frac{1}{2}$ miles.
Roads worked or leased by the company	None.
Number of iron and stone bridges	None
Number of wooden bridges, (total length in feet, 2,089) ..	56
Number of culverts: No record in this office.	
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight ..	17
Number of wood and water stations on main road	5
Value of real estate held by company exclusive of road way	\$10,000 00
How is track laid, and on what foundation? On oak cross-ties, ballasted with stone.	
Length in miles laid with steel rail	None.

The road of this company is maintained and operated by the Pennsylvania railroad company, under a lease for ninety-nine years, dated December 7, 1864, and their returns are referred to for the details of all operations of this road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
L. A. Mackey.....	Lock Haven, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Andrew G. Curtin	Bellefonte, Pa.
William P. Wilson.....	Bellefonte, Pa.
Charles A. Mayer.....	Lock Haven, Pa.
James Gamble	Williamsport, Pa.
Amos C. Noyes.....	Westport, Pa.
L. A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley, Secretary and Treasurer.....	Lock Haven, Pa.
S. S. Blair, Superintendent.....	Tyrone, Pa.

BALTIMORE, PHILADELPHIA AND NEW YORK.

[Late State Line and Juniata.]

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss :

Personally appeared Ninian Irwin, vice president, and David A. Allison, treasurer, of the Baltimore, Philadelphia and New York railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

NINIAN IRWIN, *Vice President*D. A. ALLISON, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of December, 1874. }

J. M. COLGAN, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed, (10,000 shares,).....	\$500,000 00
Amount paid in as by last report	16,325 21
Total amount now paid in of capital stock,	16,414 78
Floating debt as by last report.....	8,623 22
The amount now of floating debt, (coupons, &c.,).....	14,818 86
Number of shares of stock issued	None.
Par value of each share.....	\$50 00
Average market value during the year	None sold.
Amount paid in on each share, about	\$1 64

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction, engineering, &c.....	\$33,325 31	\$48,233 64

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Philadelphia to Baltimore, Md., and to Licking Creek, Franklin county, Pa., about.....	226 miles.
Length of main line of road laid.....	None.
Proposed gauge of road.....	4 feet 8½ in.
Proposed weight of rail per yard.....	56 and 60 lbs.
Number of miles of road graded	None.

BARCLAY COAL COMPANY

REMARKS.

Owing to the difficulty in procuring money for railroad enterprises, no work, except engineering to a small extent, during the last financial year, was done.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Robert B. Sterling	Philadelphia.
Paul P. Keller	Philadelphia.
George W. M'Pherran	Philadelphia.
Charles H. Irwin	Philadelphia.
Ninian Irwin	Norristown.
James Pott	M'Connellsburg.
Enos Smedley	West Chester.
W. O. Leslie	Philadelphia.
Ninian Irwin, Vice President	Norristown, Pa.
John F. Forrest, Secretary	Philadelphia.
David A. Allison, Treasurer	Philadelphia.

BARCLAY COAL COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County. } ss:

Personally appeared Edward M. Davis, president, and Harvey Shaw, treasurer, of the Barclay coal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) E. M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this }
 8th day of January, 1875. }

ALEX. H. MORGAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in as by last report	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt as per last report	27,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1882,)	15,500 00

RAILROAD REPORT.

31

Floating debt as per last report. Total amount now of floating and funded debt.....	None
Total amount now of floating and funded debt.....	\$15,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent..
Date and rate per cent. per annum of dividend or dividends:	
Cash, March 14, 75 cts.; June 15, 75 cts.; Sept. 15, \$1 00; Dec. 15, \$1 00; total.....	7 per cent..
Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Average market value during the year.....	No record..
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

The railroad and equipment, together with the coal mines, lands, horses, &c., were purchased at public sale, for \$10,175, subject to mortgage claims, &c., estimated to be \$612,425; total, \$622,600.

The Barclay coal company's mines and railroad are leased to the Towanda coal company for a term of twenty years from January 1, 1868.

To all unanswered questions we respectfully refer the Auditor General to the said Towanda coal company's supplemental report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
I. V. Williamson.....	Philadelphia, Pa..
Edward Lewis.....	Philadelphia, Pa..
Charles W. Trotter.....	Philadelphia, Pa..
J. Raymond Claghorn.....	Philadelphia, Pa..
Thomas Wilson.....	Baltimore, Md.
William B. Warner.....	Norristown, Pa.
Edward M. Davis, President.....	Philadelphia, Pa.
Harvy Shaw, Secretary, and Treasurer.....	Philadelphia, Pa.

BARCLAY.

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared Edward M. Clymer, president, and W. P. Shearman, treasurer of the Towanda coal company, lessees of the Barclay railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President*

W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of March, 1875. }

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

CHARACTERISTICS OF ROAD.

Length of main line of road from Towanda to Barclay.....	16 $\frac{23}{100}$ miles.
Length of main line road laid, from Towanda to Barclay..	16 $\frac{23}{100}$ “
Length of main line of road laid in Pennsylvania.....	16 $\frac{23}{100}$ “
Length of double track of road.....	None.
Length of sidings.....	6 miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: Coal is transported from Towanda to Waverly, N. Y., over the Pennsylvania and New York canal and railroad and trackage paid for same.	
Number of engine houses and shops: 2 engine houses and 1 shop.	
Number of engines.....	5
Number of first class passenger cars, (average cost of each, \$1,200,).....	2
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$400,).....	1
Number of freight cars: House cars; (average cost of each, \$400,) 4; Trucks, (average cost of each, \$250,) 12; total,	16
Number of coal cars, (average cost of each, \$250,).....	352

RAILROAD REPORT.

33

Number of caboose cars, (average cost of each, \$450,)....	3
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 978,)....	11
Number of culverts, (total length in feet, 127,).....	25
Number of railroads crossed.....	None.
Number of stations on main road : Passenger.....	8
Number of wood and water station on main road.....	3
Value of real estate held by the company exclusive of road way, about	\$1,500
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak and hemlock ties on earth and gravel.	
Length in miles laid with steel rail, about.....	1 mile.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	18,780
Number of miles run by freight trains.....	None.
Number of miles run by coal trains.....	28,170
Number of through passengers for the year on main road..	9,245
Number of passengers (all classes) carried in cars.....	19,081
Number of tons of 2,000 lbs. of through freight for the year on main road.....	604 $\frac{959}{2000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	328,363 $\frac{560}{2000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	12
Average rate of speed adopted by express trains, including stops: No express trains.	
Average rate of speed adopted by freight trains, including stops: About 9 miles an hour.	
Weight of first class passenger engines.....	33 tons.
Weight of freight engines.....	33 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	1,590	July, 1874.....	2,044
February, 1874.....	1,460	August, 1874.....	1,779
March, 1874.....	1,734	September, 1874.....	1,444
April, 1874.....	1,495	October, 1874.....	1,471
May, 1874.....	1,914	November, 1874.....	1,111
June, 1874.....	1,707	December, 1874.....	1,332

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	322,364 $\frac{1990}{2000}$
Agricultural products.....	200 $\frac{59}{2000}$
Merchandise and manufactures.	1,809 $\frac{1611}{2000}$
Live stock.....	None.
Lumber.....	3,585.
Other articles.....	404 $\frac{900}{2000}$

The rate of fare for passengers charged for the respective classes per mile. as follows:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3 “

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	25 cents.
For through coal, per ton per mile.....	1 $\frac{1}{2}$ “
For local freight, per ton per mile.....	25 “
For local coal, per ton per mile.....	1 $\frac{1}{2}$ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings and taxes on real estate.....	\$20,981 50
--	-------------

Repairs of machinery :

Repairs of engines and tenders.....	\$5,364 64
Repairs of passenger and baggage cars	590 37
Repairs of freight cars.....	7,152 80
Repairs of tools and machinery in shops.....	302 28
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,783 71

Total	15,193 80
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Operating the road :

Office expenses, stationery, &c., agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance, conductors, baggage masters, brakemen, engineers and firemen, fuel, and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars, telegraph, mail and station expenses, superintendence and contingencies.....	\$46,303 01
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Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1874.....	\$508 11	\$738 68	\$40 00	\$1,286 79
February, 1874.....	461 74	683 31	40 00	1,185 05
March, 1874.....	596 42	964 01	40 00	1,600 43
April, 1874.....	465 47	3,275 70	760 00	4,501 17
May, 1874.....	693 99	4,406 73	40 00	5,140 72
June, 1874.....	562 04	4,975 56	40 00	5,577 60
July, 1874.....	723 99	5,020 26	40 00	5,784 25
August, 1874.....	404 21	5,526 81	40 00	5,971 02
September, 1874.....	689 45	3,936 20	40 00	4,665 65
October, 1874.....	579 87	3,124 77	.....	3,704 64
November, 1874.....	364 42	2,809 38	.....	3,173 80
December, 1874 ..	419 27	3,050 57	.....	3,469 84
Total.....	6,468 98	38,511 98	1,080 00	46,060 96

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing
For maintaining the road, &c.—repairs of machinery and operating the road, and taxes on real estate.....	\$82,478 31
For dividends, interest and surplus fund.....	None.
For miscellaneous, rent of road	35,000 00
For municipal and State taxes: Included in expense ac- count.	
Total.....	117,478 31

Cost of transportation:

Cost per passenger per mile and cost per ton freight per mile. No record.

What express companies run on your road? None.

What transportaion companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	2

July 4. Thornton Camp, an employee of the Barclay railroad, attempted to get on a passenger train at Monroe; fell, and cars ran over his legs; he died about four hours afterward.

April 8. M. O. Douty, a brakeman on coal train, fell between cars at Waverly, severely injuring his leg. Cause: purely accidental; since recovered and at work.

October 26. O. L. Peterson, a braker on coal cars, at foot of plane fell between cars, severely injuring his leg. Cause: purely accidental; not able to be about yet.

BEDFORD AND BRIDGEPORT.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared, Albert Hewson, treasurer of the Bedford and Bridgeport railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, A. D. 1875. }

HENRY C. SPACKMAN, *Notary Public.*

DISTRICT OF COLUMBIA, } ss:
City of Washington, }

Personally appeared, John Cessna, president of the Bedford and Bridgeport railroad company, and in due form of law, made oath that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of his knowledge and belief.

(Signed) JOHN CESSNA, *President.*

Sworn and subscribed before me, this }
 15th day of February, 1875. }

CLINTON LLOYD, *U. S. Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	362,500 00
Amount paid in as by last report.....	356,952 10
Total amount now paid in of capital stock.....	357,227 10
Funded debt as per last report.....	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1893,)	1,000,000 00
Floating debt as per last report.....	52,404 68
The amount now of floating debt.....	54,955 68
Total amount now of floating and funded debt.....	1,054,955 68
Rate per cent. per annum of interest on funded debt, 1st mortgage.	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	7,100

RAILROAD REPORT.

37

Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share, 7,100 shares full paid stock : (\$2,227 10 paid on account 150 shares.)	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,412,182 60	\$1,414,779 60

CHARACTERISTICS OF ROAD.

Length of main line of road from, Mount Dallas to State line,	38 $\frac{7}{10}$ miles.
Length of main line of road laid.....	38 $\frac{7}{10}$ “
Length of main line of road laid in Pennsylvania.....	38 $\frac{7}{10}$ “
Length of double track of road.....	None.
Length of sidings.....	5 $\frac{17}{100}$ miles.
Gauge of road.....	4 feet 9 inches.
Weight of rail per yard on main track.....	52 pounds.
Branch roads owned by the company and their length, viz : Dunning's Creek Branch from Junction near Bedford to Holderbaum	10 5 miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of iron and stone bridges.....	None.
Number of wooden bridges, ten; total length in feet....	1,810 feet.
Number of culverts, (total length in feet, 322,).....	27
Number of railroads crossed.....	None.
Number of stations on main road, passenger and freight...	22
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road- way, and number of tunnels.....	None.
How is track laid, and on what foundation? on cross-ties and stone ballasts	
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year :

From stockholders.....	\$46 00
Other sources.....	2,551 00
Total.....	\$2,597 00

This road is operated and returns are made by the Pennsylvania railroad company, to which company it is leased for two years from August 1, 1874.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
George W. Anderson.....	Bedford, Pa.
John Alsip.....	Bedford, Pa.
Wm. Chenowith.....	Bedford, Pa.
Jno. G. Hartley.....	Bedford, Pa.
Jno. W. Lingenfelter.....	Bedford, Pa.
Josiah Bacon.....	Philadelphia, Pa.
G. B. Roberts.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
Jno. M. Kennedy.....	Philadelphia, Pa.
Edward Smith.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
John Cessna, President.....	Bedford, Pa.
Albert Hewson, Secretary and Treasurer..	233 S. Fourth street, Philadelphia, Pa.

BELL'S GAP.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss;

Personally appeared Alex. L. Massey, president, and J. G. Cassatt, treasurer, of the Bell's Gap railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 1, 1874, are true, to the best of their knowledge and belief.

(Signed) ALEX. J. MASSEY, *President.*
 J. G. CASSATT, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of December, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law: Now limited to such amount as may be fixed by stockholders.

Amount of stock subscribed.....	\$200,000 00
Amount paid in as by last report.....	184,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt as per last report.....	184,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1893)...	200,000 00
Floating debt as per last report.....	32,890 00

The amount now of floating debt.....	\$15,000 00
Total amount now of floating and funded debt.....	215,000 00
Rate per cent per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	4,000
Par value of each share	\$50 00
Average market value during the year	No sales.
Amount paid in on each share.....	Full paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$197,963 19	\$201,039 33
Equipment.....	14,905 47	19,775 47
Total cost.....	212,868 66	220,814 80

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bell's Mills to Lloyds...	8 $\frac{4}{10}$ miles.
Length of main line of road laid.....	8 $\frac{4}{10}$ miles.
Length of main line of road laid in Pennsylvania..	8 $\frac{4}{10}$ miles.
Length of double track of road.....	None.
Length of sidings	8 $\frac{5}{100}$ miles.
Gauge of road.....	3 feet
Weight of rail per yard on main track	35 pounds.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of first class passenger, baggage, mail and express cars.....	None.
Number of second class passenger cars, one baggage and one passenger, (average cost of each, \$1,275,).....	2
Number of freight cars: House cars, none; trucks, (average cost of each, \$400,).....	3
Number of coal cars, (average cost of each, \$125)	75
Number of caboose cars, (average cost of each, \$200,) ...	1
Number of iron and stone bridges	None.
Number of wooden trestles, (total length in feet, 1,580,)..	7
Number of culverts, (total length in feet, 30,).....	4
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	5
Number of wood and water stations on main road.....	1

Value of real estate held by the company, exclusive of road way.....	\$19,340 60
Number of tunnels.....	None.
How is track laid, and on what foundation? On stone, gravel and slate ballast, ties 6x6x5=24, centre to centre of ties.	
Length in miles laid with steel rails.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains.....	None.
Number of miles run by coal trains.....	19,600
Number of through passengers for the year on main road..	4,460
Number of passengers (all classes) carried in cars.....	5,273
Number of tons of 2,000 lbs. of through freight for the year on main road.....	78,892
Number of passengers carried one mile.....	43,380
Number of tons of freight carried one mile.....	631,136
Number of passengers carried one mile in the State of Pennsylvania.....	43,380
Number of tons of freight carried one mile in the State of Pennsylvania.....	631,136
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	78,892
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	9
Average rate of speed adopted by freight trains, including stops	9
Weight of freight engines.....	30,000 lbs.

Monthly statement of passengers (all classes) carried in cars:

December, 1873.....	240	June, 1874.....	319
January, 1874.....	295	July, 1874.....	825
February, 1874.....	329	August, 1874.....	583
March, 1874.....	385	September, 1874.....	505
April, 1874.....	500	October, 1874.....	426
May, 1874.....	450	November, 1874.....	396

The amount of freight specifying the quantity in tons:

Anthracite coal.....	None.
Bituminous coal.....	78,012 $\frac{8000}{20000}$
Stone and lime.....	14 $\frac{1400}{20000}$
Merchandise and manufactures.....	316 $\frac{463}{20000}$
Lumber.....	532 $\frac{723}{20000}$
Other articles	16 $\frac{1516}{20000}$

The rate of fare for passengers charged for the respective classes per mile as follows :

For first-class through passengers	4½ cents.
For first-class way passengers.....	4½ “

The rate per ton (of 2,000 pounds) per mile, charged for freight :

For through freight per ton per mile.....	22 cents.
For through coal per ton per mile	6 “
For lumber per ton per mile.....	6 “
For local freight per ton per mile.....	22 “
For local coal per ton per mile.....	9.5 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$12,224 03		\$12,224 04
Taxes on real estate.....	4 84		4 84
Total	12,228 87		12,228 87
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,240 40		
Repairs of passenger and baggage cars.....	96 84	\$96 84	
Repairs of freight cars.....	3,865 80		\$5,300 78
Repairs of tools and machinery in shops.....	194 58		
Total	5,397 62	96 84	5,300 78
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$974 88		\$974 88
Agents and clerks.....	980 00		980 00
Labor—loading and unloading freight.....	412 96		412 96
Porters, watchmen and switch tenders.....	549 50		549 50
Car cleaning and inspecting, furniture and fixtures.....	48 62	\$48 62	
Wood and water station attendance, repairs.....	7 50		7 50
Conductors, baggage-masters and brakemen.....	2,199 48		2,199 48
Engineers and firemen.....	2,520 87		2,520 87
Fuel, and cost of preparing for use.....	1,180 05	70 30	1,109 75
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	308 29		308 29
Shoveling snow and removing ice.....	160 10		160 10
General superintendence.....	750 00		750 00
Contingencies.....	373 00		373 00
Total	10,465 25	118 92	10,346 33
Grand totals.....	28,091 74	215 76	27,875 98

Receipts on construction and equipment account during the year :

From sale of bonds and stock.....	\$16,000 00
From other sources.....	Nothing.
Total.....	<u>16,000 00</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1873.....	\$94 10	\$2,957 66			\$3,051 76
January, 1874.....	106 82	3,344 02			3,450 84
February, 1874.....	133 15	3,156 39			3,289 54
March, 1874.....	154 00	3,581 87			3,735 87
April, 1874.....	197 30	3,641 95			3,839 25
May, 1874.....	183 65	3,310 91			3,494 56
June, 1874.....	137 50	3,477 48			3,614 98
July, 1874.....	263 85	3,564 74			3,828 59
August, 1874.....	228 55	3,314 56			3,543 11
September, 1874.....	212 00	3,554 33	\$3 08	\$39 99	3,809 40
October, 1874.....	159 15	3,455 59			3,614 74
November, 1874.....	140 76	3,002 31			3,143 07
Total.....	2,010 83	40,361 81	3 08	39 99	<u>42,415 71</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$220,814 80
For maintaining the road, &c.—repairs of machinery and operating the road.....	28,091 74
For dividends, miscellaneous, surplus fund and municipal taxes.....	None.
For interest.....	13,696 58
For State taxes.....	397 20
Total.....	<u>263,000 32</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	4½ cents.
Cost per ton freight per mile, proximate average.....	<u>3.96 "</u>

What express and transportation companies run on your road ? None.

ACCIDENTS.

Employees.....	Injured. 2
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1874.

May 9 Frank Breesler, brakeman, coupling cars at Bell's Mills, caught sideways between two coal cars; collar bone broken; was laid up nine weeks.

November 13. John Feeney, yardman at Lloyds, was standing between track for loaded cars and main track at Lloyds; was struck by passenger car on shoulder and thrown between coal cars, breaking a rib; was laid up three weeks.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
John Reilly.....	Altoona, Pa.
J. H. Converse.....	Philadelphia, Pa.
I. S. Helfenstein.....	Philadelphia, Pa.
E. Y. Townsend.....	Philadelphia, Pa.
R. S. Cassatt.....	Philadelphia, Pa.
Alex. H. Massey, President.....	Philadelphia, Pa.
J. G. Cassatt, Secretary and Treasurer.....	Philadelphia, Pa.

BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared R. R. Downing, president, and Daniel Rhoads, treasurer of the Bellefonte and Snow Shoe railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1874, and are true to the best of their knowledge and belief.

(Signed)

R. H. DOWNING, *President.*

DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, this }
 16th day of January, 1875. }

E. A. B. BROWN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt as per last report.....	99,000 00
The amount now of funded debt, (classified and date of maturity,) as follows: 1st mortgage bonds, (date of maturity, 1883,)	99,000 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	99,000 00

Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash dividend of \$1 50 per share payable on 1st day of February, 1874.	
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	18 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$323,291 10	\$323,291 10
Equipment.....	134,890 23	134,890 23
Total cost.....	458,181 33	458,181 33

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley railroad to Snow Shoe.....	21 $\frac{2}{10}$ miles.
Length of main line of road laid.....	21 $\frac{2}{10}$ “
Length of main line of road laid in Pennsylvania.....	21 $\frac{2}{10}$ “
Length of double track of road.....	Not any.
Length of sidings.....	3 $\frac{3}{4}$ miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45, 50, 56 lbs.
Branch roads owned by the company.....	Not any.
Roads worked or leased by the company, viz: The joint and equal right with the Bald Eagle Valley railroad company to the road between Snow Shoe Intersection and Bellefonte, a distance of four miles.	
Number of engine houses and shops: One shop and 2 engine houses.	
Number of engines.....	5
Number of passenger cars, (average cost of each \$3,500,).....	2
Number of baggage, mail, express, and second class passenger cars.....	None.
Number of freight cars: House cars, (average cost of each, \$750, 8 wheels,) 3; 4 wheels, (average cost of each, \$325,) 8; Trucks, (average cost of each, \$635,) 43; total,	49

Number of cars: Coal, 4 wheel, 44; 8 wheel, 4; lumber, 10; (average cost of each, \$350,) total	54
Number of caboose cars, (average cost of each, \$200,) ...	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 4,830,)..	13
Number of culverts, (total length in feet, 1,894,).....	58
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	9
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road-way, (assessed value,)	\$35,508 00
Number of tunnels	None.
How is track laid, and on what foundation? On oak cross-ties, 2 feet from centre to centre, and stone ballast	
Length in miles laid with steel rail, about	$\frac{8}{10}$

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains: No exclusively passenger trains run.	
Number of miles run by freight trains, with passenger cars attached.....	37,622
Number of miles run by coal trains.....	23,554
Number of through passengers for the year on main road..	5,498
Number of passengers (all classes) carried in cars.....	16,595
Number of tons of 2,000 lbs. of through freight for the year on main road.....	94,390
Number of passengers carried one mile.....	194,989
Number of tons of freight carried one mile.....	2,335,174
Number of passengers carried one mile in the State of Pennsylvania.....	194,989
Number of tons of freight carried one mile in the State of Pennsylvania.....	2,335,174
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	95,632
Average rate of speed adopted by ordinary passenger and other trains, including stops, (miles per hour,).....	10
Weight of freight engines: 27 and 32 tons each.	

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	1,340	July, 1874.....	1,577
February, 1874.....	1,071	August, 1874.....	1,728
March, 1874.....	1,560	September, 1874.....	1,415
April, 1874.....	1,510	October, 1874.....	1,202
May, 1874.....	1,193	November, 1874.....	1,045
June, 1874.....	1,905	December, 1874.....	1,049

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	85 $\frac{1}{2}$	Agricultural products.....	1,149
Bituminous coal.....	83,458 $\frac{1}{2}$	Merchandise and manufactures...	423
Petroleum and other oils.....	30	Lumber.....	3,839
Other iron or castings.....	18	Other articles.....	6,223
Stone and lime.....	406		

The rate of fare for passengers charged for the respective classes per mile as follows:

For first-class through passengers	3 $\frac{3}{7}$ cents.
For first-class way passengers	4 "
For second-class through and way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight per ton per mile.....	10 cents.
For through coal per ton per mile.....	2 $\frac{1}{2}$ "
For local freight and coal.....	None.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$23,121 70	\$1,541 80	\$21,579 90
Taxes on real estate.....	1,005 25	67 01	938 24
Total.....	24,126 95	1,608 81	22,518 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....			
Repairs of freight cars.....	\$4,223 16	\$281 56	\$3,941 60
Repairs of tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,620 29	174 68	2,445 61
Total.....	415 54	27 70	387 84
Total.....	7,258 99	483 94	6,775 05
OPERATING THE ROAD.			
Office expenses, stationery, &c.....			
Agents and clerks.....	\$219 27	\$14 61	\$204 66
Labor—loading and unloading freight.....	1,260 00	84 00	1,176 00
Porters, watchmen and switch tenders.....	691 75	46 11	645 64
Car cleaning and inspecting, furniture and fixtures.....	480 00	32 00	448 00
Conductors, baggage-masters and brakemen.....	1,951 33	130 08	1,821 25
Engineers and firemen.....	5,874 09	391 60	5,482 49
Fuel, and cost of preparing for use.....	4,769 27	317 95	4,451 32
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,820 97	121 39	1,699 58
Telegraph, mail and station expenses.....	781 27	52 08	729 19
Loss and damage of goods and baggage.....	51 46	3 43	48 03
Damage to property, including damage by fire and cattle killed on road.....	5 04	.....	5 04
General superintendence.....	32 50	.....	32 50
Contingencies.....	3,460 00	230 66	3,229 34
Total.....	575 99	38 39	537 60
Total.....	21,972 94	1,432 27	20,512 64

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Use of cars.	Miscellane- ous.	Total.
January, 1874.....	\$537 30	\$4,086 06	.....	.....	\$12,745 74	\$17,369 10
February, 1874.....	411 25	4,700 08	\$25 00	\$18 90	13,875 97	19,031 20
March, 1874.....	659 15	6,093 33	.....	26 63	19,619 79	26,398 90
April, 1874.....	684 95	6,255 67	.....	12 09	19,553 33	26,506 04
May, 1874.....	499 10	6,194 76	25 00	13 45	18,244 12	24,976 43
June, 1874.....	715 63	6,082 01	.....	2 70	18,692 33	25,492 67
July, 1874.....	660 20	4,319 15	.....	.....	13,167 20	18,146 55
August, 1874.....	731 65	5,280 45	25 00	25 55	15,473 53	21,536 18
September, 1874....	518 00	5,456 39	.....	31 05	14,818 81	20,824 25
October, 1874.....	499 25	6,101 62	.....	21 72	18,103 34	24,725 93
November, 1874....	410 55	5,047 20	.....	44 95	14,533 50	20,036 20
					253 41 }	
December, 1874	385 30	5,672 71	25 00	32 40	23,994 29 }	30,363 11
Total.....	6,712 33	65,289 43	100 00	229,44	202,066 94	275,406 56

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$61,998 44
For dividends.....	18,000 00
For interest.....	5,940 00
For miscellaneous.....	174,141 26
For surplus fund and municipal taxes.....	None.
For State taxes	2,699 56
Total.....	261,749 26

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.807 cents.
Cost per ton freight per mile, proximate average.....	2.132 cents.

What express companies run on your road, and on what terms ? No ex-
press companies run on our road.

What transportation companies run on your road, and on what terms ?
No transportation company uses our road.

ACCIDENTS.

No one injured during the year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. H. Downing.....	Philadelphia, Pa.
Jaecob P. Jones.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
William Helme.....	Philadelphia, Pa.
Robert Valentine.....	Bellefonte, Pa.
Richard H. Downing, President.....	1608 Market st., Philadelphia.
John H. Wheeler, Seeretary.....	1608 Market st., Philadelphia.
Daniel Rhoads, Treasurer.....	Bellefonte, Pa.

BERKS COUNTY.

STATE OF PENNSYLVANIA, }
Berks County, } ss:

Personally appeared, Henry Bushong, president, and Frank C. Smink, treasurer, of the Berks County railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 5, 1874, are true, to the best of their knowledge and belief.

(Signed) HENRY BUSHONG, *President.*
FRANK C. SMINK, *Treasurer.*

Sworn and subscribed before me, this }
30th day of January, 1875. }

J. ROSS MILLER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.....	189,790 00
Total amount now paid in of capital stock.....	194,715 00
Funded debt as per last report.....	184,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Nov. 1, 1902)...	1,500,000 00
Floating debt as per last report.....	633,924 64
The amount now of floating debt.....	328,761 08
Total amount now of floating and funded debt.....	1,828,761 08
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	4,000

Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share, (average,).....	\$48 68

COST OF ROAD AND EQUIPMENT.

By present report.

Construction.....	\$1,704,522 44
Equipment	34,734 75
Total cost.....	\$1,739,257 19

CHARACTERISTICS OF ROAD.

Length of main line of road from $2\frac{1}{4}$ miles below Reading, Penn street, to Junction Slatedale Branch of Lehigh Valley railroad near Slatington.....	43 $\frac{1}{4}$ miles.
Length of main line of road laid.....	43 $\frac{1}{4}$ “
Length of main line of road laid in Pennsylvania.....	43 $\frac{1}{4}$ “
Length of double track of road.....	None.
Length of sidings.....	3 $\frac{8}{10}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops, (leased,).....	1
Number of engines.....	2
Number of first class passenger cars, (leased,).....	2
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (leased,)	2
Number of freight cars: House cars, 8 wheeled, 17, (16 of them leased;) trucks, 8 wheeled, 19, (3 of them leased;) gravel dumps, 4 wheeled, 12.	
Number of coal, ore, stone and caboose cars.....	None.
Number of wooden bridges, (total length in feet, 2,915 feet, and 7 farm, 405 feet,)	69
Number of iron and stone bridges	None.
Number of culverts, (total length in feet, 3,588,).....	132
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 25; freight, freight, 20; total.....	45
Number of water stations on main road.....	4
Value of real estate held by the company exclusive of road-way, \$27,887 40; cost of same the greater portion of which is leased to Wilmington and Reading railroad company.	

How is the track laid, and on what foundation? Cinder,
stone, slate, &c.

Length in miles laid with steel rail..... None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, to Dec. 5, 1874..	29,592
Number of miles run by freight trains.....	12,151
Number of through passengers for the year on main road..	1,207
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3,490
Number of passengers carried one mile.....	747,301
Number of tons of freight carried one mile.....	616,913
Number of passsengers carried one mile in the State of Pennsylvania	747,301
Number of tons of freight carried one mile in the State of Pennsylvania	616,913
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	39,372
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, insluding stops.....	10
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	32 "

Monthly statement of passengers (all classes) carried in cars:

June, from Feb. 18, to June 30, '74, 13,574	October, 1874.....	4,206
July, 1874..... 14,830	November, 1874.....	3,218
August, 1874..... 8,901	December, 1874, Dec. 1, to Dec. 5, in-	
September,..... 6,348	clusive.....	300

The amount of freight, specifying the quantity in tons.

Anthracite coal..... 11,105	Stone and lime.....	10,192
Bituminous coal..... 66	Agrieultural products.....	363
Pig iron..... 6,685	Merehandise and manufactures...	2,114
Other iron or castings..... 315	Lumber and slate	5,097
Iron and other ores..... 3,435		

*The rate of fare for passengers charged for the respective classes per mile,
as follows:*

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight per ton per mile.....	2 cents.
For through coal.....	2 “
For local freight.....	3½ “
For local coal.....	3¼ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$8,234 52
Taxes on real estate.....	238 59
Total.....	8,473 11

Repairs of machinery :

No shops and no account kept.

Operating the road :

No accurate division can be made as no separate accounts were kept; total.....	\$27,181 06
Grand total.....	\$35,654 17

Receipts on construction and equipment account during the year :

See general remarks.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
February 1874.....	\$77 31	.....	\$77 31
March, 1874.....	288 76	\$207 93	498 59
April, 1874.....	629 62	474 24	1,113 86
May, 1874.....	1,230 75	1,126 58	2,357 33
June, 1874.....	1,537 46	1,755 78	3,293 24
July, 1874.....	3,591 30	3,213 24	6,804 54
August, 1874.....	3,267 98	3,174 92	6,442 90
September, 1874.....	2,795 26	6,502 89	9,298 15
October, 1874.....	1,416 38	5,969 80	7,386 18
November, 1874.....	1,008 01	2,716 29	3,724 30
December, 1874.....	311 64	1,975 74	2,287 38
Total.....	16,154 47	27,117 41	43,271 88

SUMMARY OF PAYMENTS.

See general remarks.

What express companies run on your road, and on what terms? Central express company; no definite arrangement made.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.
Others.....	1
	==

A German, (whose name is not now known,) residing in Reading, Pa., jumped on the construction train near Lenhartsville, for the purpose of riding to Reading. Train was uncoupled when he jumped and fell, one ear passing over him and injuring him so severely that he died next day. Accident occurred some time in June, 1874.

GENERAL REMARKS.

The above statements are taken from the books of the Berks County railroad company as they appear on December 5, 1874. The road was not completed until July, 1874, and from the fact of a portion of the road being operated prior to this date, no statements in detail can be given of the receipts and expenses. By the hypothecation of a large number of bonds for notes given by the company, and the sale of these bonds by the parties holding them upon the non-payment of the notes at maturity, no perfectly accurate account of the company's indebtedness can be made.

The road was sold on December 5, 1874, by the sheriff of Berks county, on executions, and was purchased by Geo. F. Baer and Cyrus G. Derr, esquires, who have since organized a new corporation under the name and title of "Reading and Lehigh Railroad Company," a certificate of which has been filed in the office of the Secretary of the Commonwealth.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Jacob Bushong	Reading, Pa.
Henry S. Eckert.....	Reading, Pa.
W. B. Greisemer.....	Reading, Pa.
J. V. Craig.....	Reading, Pa.
D. Wannamaker.....	Steinsville, Lehigh county, Pa.
D. Heinly.....	Albany P. O., Berks county, Pa.
S. K. Fisher.....	Lenhartsville P. O., Berks county, Pa.
Thos. Willits	Maidencreek P. O., Berks county, Pa.
Henry Bushong, President.....	Reading, Pa.
Frank C. Smink, Secretary and Treasurer.....	Reading, Pa.

BUFFALO, BRADFORD AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss :
Bucks County,

Personally appeared Thomas Hewitt, president of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) THOMAS HEWITT, *President.*

Sworn and subscribed before me, this }
 18th day of February, 1874. }

S. H. LAUBACH, *J. P.*

New York City and County, } ss :
 STATE OF NEW YORK,

Personally appeared W. P. Shearman, treasurer of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31st, 1874, are true to the best of his knowledge and belief.

W. P. SHEARMAN, *Treasurer.*

Subscribed and sworn before me this }
 17th day of February, 1875. }

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed, \$1,100,000 ; by conversion of bonds, \$1,186,000	\$2,286,000 00
Amount paid in as by last report.....	2,286,000 00
Total amount now paid in of capital stock.....	2,286,000 00
Funded debt as per last report	583,000 00
The amount now of funded debt, (classified and date of ma- turity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1894,)	\$3,000 00
2d mortgage bonds, (date of maturity, Janu- ary 1, 1896,).....	580,000 00
	583,000 00
Floating debt as per last report, and amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	583,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	22,860
Par value of each share.....	\$100 00
Average market value during the year	None.
Amount paid in on each share.....	\$100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,869,000 00	\$2,869,000 00
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carrolton, N. Y., to Gilesville, Pa.....	25½ miles.
Length of main line of road laid	25½ "
Length of main line of road laid in Pennsylvania.....	17½ "
Length of double track of road.....	None.
Length of sidings	4 $\frac{90}{100}$ miles.
Gauge of road	6 feet.
Weight of rail per yard on main track	45 to 62 lbs..
Branch roads owned, and roads worked or leased by the company, number of engine houses and shops, number of coal, ore, stone and caboose cars, number of iron bridges, number of culverts, and number of railroads crossed....	None.
Number of wooden bridges, (total length in feet, 3,744,)..	40
Number of stone bridges, (total length in feet, 25,).....	1
Number of stations on main road: Passenger and freight, combined.....	3
Number of wood and water stations on main road.....	None.
Value of real estate held by the company, exclusive of road way	\$44,080 00
How is track laid, and on what foundation? Wooden cross-ties, filled in with common earth.	
Length in miles laid with steel rail.....	None.

This road is leased to and operated by the Erie railway company of New York. Lease dated January 1, 1866, for 499 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jesse Beadle.....	Scranton, Pa.
N. T. Beadle.....	Early, Pa.
C. R. Early.....	Early, Pa.
Samuel Hines.....	Scranton, Pa.
Joseph H. Steell.....	Scranton, Pa.
W. T. Richards.....	St. Clair, Pa.
Joseph E. Jackson.....	Duncannon, Pa.
Hugh J. Jewett.....	New York city.
S. L. M. Barlow.....	New York city.
W. B. Duncan.....	New York city.
J. T. Johnston.....	New York city.
(One vacancy.)	
Thomas Hewitt, President.....	Reiglesville, Pa.
A. R. Macdonough, Secretary.....	New York city.
W. P. Sheannan, Treasurer.....	New York city.

 BUFFALO, CORRY AND PITTSBURG.

OFFICE OF THE PRESIDENT OF THE
 ALLEGHENY VALLEY RAILROAD COMPANY, }
 PITTSBURG, *February 18, 1875,*

Hon. HARRISON ALLEN,

Auditor General, Harrisburg, Pa.:

DEAR SIR:—The Buffalo, Corry and Pittsburg railroad was sold out at bankrupt sale, the title now being in the administrators of William Phillips, deceased. Not being a corporation, I supposed no annual report would be required; therefore, none has been sent.

Yours respectfully,

JOHN SCOTT,
President Allegheny Valley R. R.

BUFFALO, NEW YORK AND PHILADELPHIA.

STATE OF NEW YORK,)
Erie County,) ss:

Personally appeared Bronson C. Runsey, president, and Henry L. Lyman, treasurer, of the Buffalo, New York and Philadelphia railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

BRONSON C. RUMSEY, *President.*

H. L. LYMAN, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of February, 1875. }

GEORGE MACNOE, *N. P.*

I hereby certify that George Macnoe, whose genuine signature "is written above," is a Notary Public, in and for the county of Erie, State of New York, duly qualified and authorized to act as such, and that his commission is on file in this office, dated March 30, 1874, and will expire March 30, 1876.

In testimony whereof I have hereunto set my hand and affixed my official seal, February 9, 1874.

G. L. REMINGTON, *Clerk.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,500,000 00
Amount of stock subscribed	2,381,000 00
Amount paid in as by last report	1,615,060 00
Total amount now paid in of capital stock	1,691,150 00
Funded debt as per last report	2,577,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1896,)	\$2,335,500 00
2d mortgage bonds, (date of maturity, July 1, 1893,)	637,000 00
	2,972,500 00
Floating debt as per last report: Land mortgages, \$228,-136; bills payable, \$1,005,808 51; total	1,233,944 51
The amount now of floating debt: Land mortgages, \$224,-855; bills payable, \$970,344 79; total	1,195,199 79

RAILROAD REPORT.

59

Total amount now of floating and funded debt.....	\$4,167,699 79
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent., gold; 2d mortgage, 10 per cent., currency.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	16,114
Par value of each share.....	\$100 00
Average market value during the year.....	65 00
Amount paid in on each share.....	100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$4,621,328 94	\$4,875,053 19
Equipment ,	784,606 90	815,694 54
Total cost.....	<u>5,405,935 84</u>	<u>5,690,747 73</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, N. Y., to Emporium, Pa	120 $\frac{55}{100}$ miles.
Length of main line of road laid.....	120 $\frac{55}{100}$ "
Length of main line of road laid in Pennsylvania.....	41 $\frac{90}{100}$ "
Length of double track of road	None.
Length of sidings.....	14 $\frac{1}{2}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	56, 60 & 62 lbs.
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops.....	7
Number of engines.....	20
Number of first-class passenger cars, (average cost of each, \$5,100 00,).....	12
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$3,100 00,)	4
Number of freight cars: House cars, (average cost of each, \$750,) 136; trucks, (average cost of each, \$600,) 200; total.....	336
Number of coal cars, (average cost of each, \$675)	300
Number of caboose cars, (average cost of each, \$1,600,)..	8
Number of iron bridges, (total length in feet, 285).....	2
Number of combination bridges, (total length in feet, 741,)	6

Number of wooden bridges, (total length in feet, 1,416,)	14
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 8,880).....	222
Number of railroads crossed.....	2
Number of stations on main road: Passenger, 24; freight, 5; total.....	29
Number of wood and water stations on main road.....	10
Value of real estate held by the company exclusive of road- way.....	\$393,197 20
Number of tunnels.....	None.
How is track laid and on what foundation? Fish jointed hemlock ties, gravel ballast.	
Length in miles laid with steel rails.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	104,010
Number of miles run by freight and coal trains.....	216,075
Number of through passengers for the year on main road,	6,297
Number of passengers (all classes) carried in cars.....	234,056
Number of tons of 2,000 lbs. of through freight for the year on main road.....	90,788 ¹⁵⁶⁹ ₂₀₀₀
Number of passengers carried one mile.....	5,685,377
Number of tons of freight carried one mile.....	21,236,481
Number of passengers carried one mile in the State of Pennsylvania.....	630,796
Number of tons of freight carried one mile in the State of Pennsylvania.....	6,012,046
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	22
Average rate of speed adopted by express trains, including stops.....	25
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first-class passenger engines.....	31 tons.
Weight of freight engines.....	31,40 & 50 “

Monthly statement of passengers (all classes) carried in cars:

October, 1873.....	20,968	April, 1874.....	18,454
November, 1873.....	17,509	May, 1874.....	17,822
December, 1873.....	17,307	June, 1874.....	20,524
January, 1874.....	16,252	July, 1874.....	24,928
February, 1874.....	14,872	August, 1874.....	21,324
March, 1874.....	18,824	September, 1874.....	25,272

The amount of freight specifying the quantity in tons :

Anthracite coal	62,912 $\frac{238}{2000}$
Bituminous coal.....	26,329 $\frac{487}{2000}$
Petroleum and other oils.....	620 $\frac{1832}{2000}$
Pig iron.....	1,317 $\frac{179}{2000}$
Railroad iron	44 $\frac{1872}{2000}$
Other iron or castings	1,221 $\frac{1231}{2000}$
Stone and lime.....	2,741 $\frac{1701}{2000}$
Agricultural products.....	22,611 $\frac{645}{2000}$
Merchandise and manufactures.....	25,887 $\frac{371}{2000}$
Live stock.....	3,722 $\frac{675}{2000}$
Lumber.....	52,133 $\frac{165}{2000}$
Other articles.....	52,155 $\frac{786}{2000}$

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 cents.
For first class way passengers: New York State, 3 cents; Pennsylvania, 3 $\frac{1}{2}$ cents.	

The rate per ton (of 2,000 pounds,) per mile charged for freight :

For first class through freight, per ton per mile.....	1 $\frac{8}{10}$ cents.
For second class through freight, per ton per mile.....	1 $\frac{3}{10}$ "
For third class through freight, per ton per mile.....	$\frac{9}{10}$ "
For fourth class through freight, per ton per mile.....	$\frac{6}{10}$ "
For through coal, per ton per mile.....	1 $\frac{1}{4}$ to 1 $\frac{1}{2}$ "
For first class local freight, per ton per mile.....	8 "
For second class local freight, per ton per mile.....	7 "
For third class local freight, per ton per mile	6 "
For fourth class local freight, per ton per mile.....	4 "
For local coal per ton per mile.....	2 "

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$86,056 50	\$21,514 12	\$64,542 38
Taxes on real estate.....	16,850 83	4,212 71	12,638 12
Total.....	102,907 33	25,726 83	77,180 50
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$16,656 21	\$4,164 05	\$12,492 16
Repairs of passenger and baggage cars.....	11,361 86	11,361 86	.....
Repairs of freight cars.....	21,051 18	.....	21,051 18
Repairs of tools and machinery in shops.....	908 68	227 17	681 51
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,889 53	722 38	2,167 15
Total.....	52,867 46	16,475 46	36,392 00
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$2,291 77	\$572 94	\$1,718 83
Agents and clerks.....	39,865 82	9,966 46	29,899 36
Labor—loading and unloading freight.....	10,579 10	.....	10,579 10
Porters, watchmen and switch tenders.....	16,738 57	4,184 64	12,553 93
Wood and water station attendance.....	1,774 35	443 58	1,330 77
Conductors, baggage masters and brakemen.....	31,250 26	7,812 55	23,437 71
Engineers and firemen.....	42,302 55	10,575 64	31,726 91
Fuel, and cost of preparing for use.....	31,693 92	7,923 48	23,770 44
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,794 13	1,698 54	5,095 59
Loss and damage of goods and baggage.....	71 00	.....	.....
Shoveling snow.....	1,401 90	350 48	1,051 42
Damage for injury of persons.....	13,997 20	13,997 20	.....
Damage to property, including damage by fire and cattle killed on road.....	1,096 16	274 04	822 12
General superintendence.....	11,136 36	2,784 09	8,352 27
Contingencies.....	27,054 26	6,763 56	20,290 70
Total ..	238,047 35	67,418 20	170,629 15

Receipts on construction and equipment account during the year :

From stockholders.....	\$76,090 00
From sale of bonds.....	373,085 65
From other sources.....	Nothing.
Total.....	449,175 65

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1873.....	\$10,875 29	\$27,610 55	\$1,964 81	\$790 28	\$41,240 93
December, 1873.....	11,616 05	19,763 08	1,271 75	563 50	33,214 38
January, 1874.....	8,513 68	27,615 69	1,661 21	251 75	38,042 33
February, 1874.....	9,508 42	23,255 26	600 00	366 78	33,730 46
March, 1874.....	11,879 62	21,666 30	650 00	501 40	34,697 32
April, 1874.....	11,520 47	30,701 09	1,326 31	1,277 03	44,824 90
May, 1874.....	12,177 38	42,339 09	650 00	963 55	56,130 02
June, 1874.....	12,435 77	36,486 89	650 00	2,074 92	51,647 58
July, 1874.....	14,861 40	42,521 51	1,261 89	921 84	59,566 64
August, 1874.....	17,407 10	47,008 84	650 00	1,031 61	66,097 55
September, 1874.....	13,859 44	49,376 32	1,830 65	2,933 03	67,999 44
October, 1873.....	15,133 41	35,624 54	1,701 96	1,014 50	53,474 41
Total.....	149,788 03	403,969 16	14,218 58	12,690 19	580,665 96

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$284,811 89
For maintaining the road, &c.—Repairs of machinery and operating the road.....	376,971 31
For dividends, miscellaneous and surplus fund.....	None.
For interest.....	189,832 74
Municipal, State and United States taxes.....	16,850 83
Total.....	868,466 77

Total amount of surplus fund: Cash on hand October 1,
1874..... \$89,856 57

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average.....	.01 $\frac{92}{100}$
Cost per ton freight per mile, proximate average.....	.01 $\frac{33}{100}$

What express companies run on your road, and on what terms? American express company, under a contract.

What transportation companies run on your road, and on what terms? Empire fast freight line, under a contract.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	2
Others.....	3	1
	—	—
Total	3	3
	⇒	⇒

1873.

March 13. An unknown man was killed by passenger train near Weston's station. He threw himself in front of the engine.

1874.

April 14. An unknown women walking on the track at Oakwood, was knocked down by a passenger train and slightly injured.

June 18. Jas. Gleeson, brakeman, while coupling freight train at Olean, had his arm crushed so that amputation was necessary. He is now at work for this company.

July 3. Geo. W. Miller, brakeman, compound fracture of wrist joint, was injured while coupling freight train to the engine at State Line switch.

July 4. David Keefe, of Emporium, Pa., had his leg cut off by freight train about one mile north of Emporium station, while lying upon the track at night under the influence of liquor. He died the next day.

July 9. Henry Smith, of Hinesdale, N. Y., a farmer, while under the influence of liquor, had his right leg smashed from foot to hip by a freight train about one quarter of a mile south of Hinesdale station, at three o'clock A. M. He died from the injury.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Bronson C. Rumsey.....	Buffalo, N. Y.
Sherman S. Jewett	Buffalo, N. Y.
J. Condit Smith.....	Buffalo, N. Y.
Thos. Clark.....	Buffalo, N. Y.
Cyrus Clarke.....	Buffalo, N. Y.
Myron P. Bush	Buffalo, N. Y.
Wm. H. Glenny	Buffalo, N. Y.
J. T. Schoellkopf.....	Buffalo, N. Y.
C. J. Hamlin.....	Buffalo, N. Y.
Jonathan Scoville.....	Buffalo, N. Y.
Geo. J. Magee.....	Watkins, N. Y.
Wm. G. Fargo.....	Buffalo, N. Y.
Jas. Brayley.....	Buffalo, N. Y.
Bronson C. Rumsey, President.....	Buffalo, N. Y.
H. L. Lyman, Secretary and Treasurer.....	Buffalo, N. Y.
Henry C. Fisk, General Manager.....	Buffalo, N. Y.

CATASAUQUA AND FOGELSVILLE.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss :

Personally appeared Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

JOSHUA HUNT, *President.*

JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of November, 1874. }

R. CLAY HAMERSLY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$426,900 00
Amount of stock subscribed	426,900 00
Amount paid in as by last report	426,900 00
Total amount now paid in of capital stock.....	426,900 00
Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, November 2, 1874.....	6 per cent.
Par value of each share	\$25 00
Average market value during the year	Not in market.
Amount paid in on each share.....	\$25 00
Amount of capital on which the respective dividends were declared.....	426,900 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$742,156 64	\$742,156 64

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catasauqua to Rittenhouse Gap.....	20 miles.
Length of main line of road laid.....	20 "
Length of main line of road laid in Pennsylvania.....	20 "
Length of double track of road.....	None.
Length of sidings.....	8 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company and their length, viz:	
Trexlerstown to terminus.....	5½ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	6
Number of first class passenger cars, (average cost of each, \$3,000,).....	3
Number of second class passenger cars.....	None.
Number of baggage mail and express cars, (average cost of each, \$1,000,).....	2
Number of freight cars: House cars, (average cost of each, \$1,000,) 2; trucks, (average cost of each, \$800,) 64; total.....	66
Number of coal, ore and stone cars: Coal, none; ore, 374; stone, 216; (average cost of each, \$350 00;) total.....	590
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 1,306,).....	5
Number of wooden bridges, (total length in feet, 60,).....	2
Number of stone bridges, (total length in feet, 60,).....	3
Number of culverts, (total length in feet, 550,).....	16
Number of railroads crossed, (East Pennsylvania railroad,).....	1
Number of stations on main road: Passenger and freight,.....	16
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of road-way.....	\$20,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? In the ordinary way 19 miles with furnace cinders, 6½ miles with broken stone and sand.	
Length in miles laid with steel rail.....	6

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	23,788
Number of miles run by freight trains.....	23,788

RAILROAD REPORT.

67

Number of miles run by ore and stone trains.....	25,040
Number of through passengers for the year on main road..	1,638
Number of passengers (all classes) carried in cars.....	18,856
Number of tons of 2,240 lbs. of through freight for the year on main road.....	88,443
Number of passengers carried one mile.....	93,254
Number of tons of freight carried one mile.....	2,732,926
Number of passengers carried one mile in the State of Pennsylvania	93,254
Number of tons of freight carried one mile in the State of Pennsylvania.....	2,732 926
Gross amount of tonnage for the year, (2,240 lbs. per ton,)	265,330
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express trains, including stops, (have no express trains,)	
Average rate of speed adopted by freight trains, including stops	12 miles.
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 to 35 "

Monthly statement of passengers (all classes) carried in cars :

For the year, (no monthly account kept,).....	18,856
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The amount of freight, specifying the quantity in tons :

Anthracite coal.....	38,116.05	Stone and lime.....	74,306.13
Bituminous coal.....	853.08	Agricultural products.....	2,955.03
Pig iron.....	10,000.00	Merchandise and manufacturers,	6,386.18
Railroad iron.....	6,490.00	Lumber and slate.....	11,675.12
Other iron or castings.....	2,746.14	Other articles.....	1,675.06
Iron and other ores.....	110,124.11		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	2½ cents.
For first class way passengers.....	3½ "
For second class through passengers	2½ "
For second class way passengers.....	3½ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight per ton per mile, 2,240 lbs.....	3 cents.
For through coal per ton per mile, 2,240 lbs.....	2½ "
For local freight per ton per mile, 2,240 lbs.....	4 "
For local coal per ton per mile, 2,240 lbs	3½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$18,361 86	.....	\$18,361 86
Taxes on real estate.....	118 58	.....	118 58
Total.....	18,480 44	.....	18,480 44
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$3,697 55	\$1,232 58	\$2,464 97
Repairs of freight cars.....	480 49	200 49	280 00
Repairs of tools and machinery in shops.....	112 70	.....	112 70
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	445 58	.....	445 58
Total.....	4,736 32	1,433 07	3,303 25
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$955 13	\$324 50	\$630 63
Agents and clerks.....	1,310 96	1,310 96	.....
Labor—loading and unloading freight.....	1,802 83	.....	1,802 83
Wood and water station attendance.....	961 06	.....	961 06
Conductors, baggage masters and brakemen.....	2,788 65	1,222 50	1,566 15
Engineers and firemen.....	2,934 58	1,324 00	1,610 58
Fuel and cost of preparing for use.....	5,438 55	2,515 85	2,922 70
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,425 73	508 00	917 73
Use of freight cars.....	2,129 80	2,129 80	.....
General superintendence.....	4,700 00	.....	4,700 00
Contingencies.....	2,305 34	.....	2,305 34
Total.....	26,752 63	9,335 61	17,417 02

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... None.

RECEIPTS.

MONTHS.	Passeng'rs.	Freight.	Miscellaneous.	Total.
November, 1873.....	\$415 65	\$6,431 69	.....	\$6,847 34
December, 1873.....	463 80	7,438 40	.....	7,902 20
January, 1874.....	579 47	7,386 87	.....	7,966 34
February, 1874.....	406 95	5,861 82	.....	6,268 77
March, 1874.....	504 35	4,063 00	.....	4,567 35
April, 1874.....	614 95	3,790 12	.....	4,505 07
May, 1874.....	508 70	4,581 10	.....	5,089 80
June, 1874.....	542 50	4,434 35	.....	4,976 85
July, 1874.....	584 89	5,209 07	.....	5,793 96
August, 1874.....	568 75	5,323 61	.....	5,892 36
September, 1874.....	633 00	10,098 33	.....	10,731 33
October, 1874.....	449 65	9,170 90	\$10,477 48	20,198 03
Total.....	6,272 66	73,789 26	10,477 48	90,539 40

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$49,969 39
For dividends.....	25,614 00
For interest and surplus fund	None.
For miscellaneous.....	9,661 76
For municipal taxes.....	118 58
For State taxes: Tonnage, \$838 93; C. stock, \$2,305 26,	3,144 19
For United States taxes.....	1,280 00
Total.....	89,787 92

Cost of transportation :

Cost per passenger per mile, and per ton freight per mile, proximate average: Mixed train, no account kept.

What express companies run on your road, and on what terms? Central express company, 12 cents per 100 pounds. Philadelphia and Reading express company, one-third gross receipts.

What transportation companies run on your road? None.

ACCIDENTS.

No one killed or injured during year.

CATAWISSA

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Thomas.....	Catasauqua, Pa.
B. G. Clarke.....	New York.
Samuel Thomas.....	Catasauqua, Pa.
G. A. Wood.....	Philadelphia, Pa.
Charles E. Haven.....	Philadelphia, Pa.
John T. Knight.....	Easton, Pa.
B. J. Leedom.....	Philadelphia, Pa.
Fisher Hazard.....	Maueh Chunk, Pa.
Charles S. Wurtz.....	Philadelphia, Pa.
John Thomas.....	Hokendauqua, Pa.
Joshua Hunt, President.....	Catasauqua.
John Williams, Secretary and Treasurer.....	Catasauqua.

CATAWISSA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared M. P. Hutchinson, president and treasurer, of the Catawissa railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) M. B. HUTCHINSON, *President and Treasurer*

Sworn and subscribed before me this }
 27th day of January, 1875. }

JOHN RODGERS, N. P.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$4,359,500 00
Amount paid in as by last report.....	4,359,500 00
Total amount now paid in of capital stock.....	4,359,500 00
Funded debt as per last report.....	1,740,350 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1882,)	\$230,500 00
1st mortgage bonds, (date of maturity, 1900,).....	1,300,000 00
Chattel mortgage bonds, (date of maturity, 1880,).....	24,500 00
Chattel mortgage bonds, (date of maturity, 1888,).....	110,000 00
Chattel mortgage bonds, (date of maturity, 1889,).....	75,350 00
	<hr/> 1,740,350 00

RAILROAD REPORT.

71

Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	\$1,740,350 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; chattel mortgage, (1880,) 5 per cent.; chattel mortgage, 10 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, May 1874, 3½ per cent., on preferred, and 22½ cents per share 2d preferred stock; October, 1874, and 1 cent per share on common stock; November, 1874, \$1 43½ preferred, and 21 cents per share 2d preferred and common stocks.	
Number of shares of stock issued, (preferred, 44,000, 2d preferred, 20,000, common 23,190,).....	87,190
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>4,359,500 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment; No separate account kept, total cost.....	<u>\$6,126,500 00</u>	<u>\$6,126,500 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Tamanend to Williamsport.....	94 miles.
Length of main line of road laid.....	94 "
Length of main line of road laid in Pennsylvania.....	94 "
Length of sidings.....	7 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56, 68 pounds.
Branch roads owned by the company and their length....	4½ miles.
Roads worked or leased by the company.....	1
Number of engine houses and shops: 2 engine houses, 2 shops.	
Number of iron bridges.....	2
Number of wooden bridges.....	22
Number of stone bridges.....	None.
Number of culverts: Square box, (total length in feet, 6,389,) 153; arch, (total length in feet, 610,) 6; total....	159
Number of railroads crossed.....	4

Number of stations on main road : Passenger and freight,	19
Number of wood and water stations on main road	15
Value of real estate held by the company exclusive of road-way	\$53,150 00
Number of tunnels, (length of each, 1,400, 400 and 200 feet)	3
How is track laid, and on what foundation ? On hard wood cross-ties, earth, coal dirt and stone.	
Length in miles laid with steel rails	10 miles.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources	Nothing.
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SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c., repairs of machinery and operating the road, miscellaneous, surplus fund and municipal taxes	Nothing.
For dividends	\$149,071 90
Interest	131,445 00
State taxes	10,726 15
Total	291,243 05

This road was leased to the Philadelphia and Reading railroad company November 1, 1872, for 999 years, and is operated as a branch of that road. See their report for receipts, expenses, &c.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
I. V. Williamson	Philadelphia, Pa.
Elwood Shannon	Philadelphia, Pa.
E. Weaver	Philadelphia, Pa.
F. K. Shipper	Philadelphia, Pa.
Joseph C. Harris	Philadelphia, Pa.
John S. Graham	Philadelphia, Pa.
M. P. Hutchinson, President and Treasurer	Philadelphia, Pa.
R. M. Elliott, Secretary	Philadelphia, Pa.

CHARTIERS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared, G. B. Roberts, president, and Joseph Lesley, treasurer of the Chartiers railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed) G. B. ROBERTS, *President.*

JOSEPH LESLEY, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1875. }

HENRY SPACKMAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock subscribed.....	667,155 00
Amount paid in as by last report.....	644,110 01
Total amount now paid in of capital stock.....	645,970 01
Funded debt as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, date of maturity, October 1, 1901,)	500,000 00
Floating debt as per last report.....	4,298 03
The amount now of floating debt.....	9,929 15
Total amount now of floating and funded debt.....	509,929 15
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	12,918
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost,	\$1,128,690 01	\$1,129,991 61

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mansfield to Washington,	22 $\frac{8}{10}$ miles.
Length of main line of road laid.....	22 $\frac{8}{10}$ “
Length of main line of road laid in Pennsylvania.....	22 $\frac{8}{10}$ “
Length of double track of road.....	None.
Length of sidings.....	1 $\frac{9}{10}$ miles.
Gauge of road.....	4 $\frac{19}{24}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company and their length, and roads worked or leased by the company.....	None.
Number of engines houses and shops.....	1
Number of iron bridges, (total length in feet, 40,).....	2
Number of wooden bridges, (total length in feet 2,105,)...	22
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 233,).....	52
Number of stations on main road : Passenger and freight..	13
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way.....	\$3,390 70
Number of tunnels, (length of each 300 and 500 feet,)....	2
How is the track laid, and on what foundation? Cross-ties and stone ballast	
Length in miles laid with steel rail.....	None.

This road was leased January 1, 1872, for 99 years from that date, to the Pittsburg, Cincinnati and St. Louis railway company, and the returns will be embraced in the annual report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George B. Roberts.....	Philadelphia, Pa.
Wm. K. Nimick.....	Pittsburg, Pa.
Josiah Bacon.....	Philadelphia, Pa.
William J. Howard.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
One vacancy.	
George B. Roberts, President.....	Philadelphia, Pa.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia, Pa.

CHARTIERS.

[Pittsburg, Cincinnati and St. Louis railway company, lessee.]

STATE OF PENNSYLVANIA, }
Allegheny County } ss:

Personally appeared Wm. Thaw, second vice president, and Thomas D. Messler, comptroller, of the Pittsburg, Cincinnati and St. Louis railway company, lessee of the Chartiers railroad, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) WM. THAW, *Second Vice President.*
 THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 15th day of February, 1875. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Returned by the Chartiers railway company.

COST OF ROAD AND EQUIPMENT.

Returned by Chartiers railway company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mansfield, Pa., to Washington, Pa.	22 $\frac{8}{10}$ miles.
Length of main line of road laid.	22 $\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania.	22 $\frac{8}{10}$ "
Length of double track of road.	None.
Length of sidings.	2 $\frac{9}{10}$ miles.
Gauge of road.	4 $\frac{1}{2}$ $\frac{3}{4}$ feet.
Weight of rail per yard on main track.	56 pounds.
Branch roads owned, and roads worked or leased by the company.	None.
Number of engine houses, shops and engines: Equipment owned by Pittsburg, Cincinnati and St. Louis railway company, and included in their report.	
Number of iron bridges, (total length in feet, 40,)	2
Number of wooden bridges, (total length in feet, 2,155,) ..	23
Number of stone bridges.	None.
Number of culverts, (total length in feet, 221,)	51

Number of railroads crossed	None.
Number of stations on main road: Passenger and freight, combined.....	13
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of roadway.....	\$3,390 70
Number of tunnels, (length of each, 300 feet, 500 feet,)....	2
How is track laid, and on what foundation? Stone ballast.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	27,137
Number of miles run by freight trains.....	15,821
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road..	All local.
Number of passengers (all classes) carried in cars.....	117,594
Number of tons of 2,000 lbs. of through freight for the year on main road.....	All local.
Number of passengers carried one mile.....	1,386,819
Number of tons of freight carried one mile.....	304,470
Number of passengers carried one mile in the State of Pennsylvania.....	1,386,819
Number of tons of freight carried one mile in the State of Pennsylvania.....	304,470
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	23,679
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger and freight engines.....	None.

Monthly statement of passengers (all classes) carried in cars:

January, 1874	9,531	July, 1874.....	9,045
February, 1874.....	8,423	August, 1874.....	9,658
March, 1874	9,235	September, 1874.....	9,432
April, 1874.....	9,601	October, 1874.....	13,847
May, 1874	10,309	November, 1874.....	8,389
June, 1874.....	9,866	December, 1874.....	10,258

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	8,495	Merchandise and manufactures....	4,395
Petroleum and other oils.....	77	Live stock.....	2,458
Other iron or castings	263	Lumber.....	3,478
Stone and lime.....	2,240	Other articles	454
Agricultural products.....	1,819		

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class way passengers	<u><u>3$\frac{3}{10}$ cents.</u></u>
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The rate per ton (of 2,000 pounds) per mile charged for freight:

For local freight, (principally wool,) per ton per mile.....	6 $\frac{1}{3}$ cents.
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For local coal, per ton per mile	<u><u>2$\frac{1}{2}$ “</u></u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Repairs or maintenance of way, including buildings.....	\$24,420 80	\$16,280 53	\$8,140 27
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$2,855 48	\$1,913 28	942 20
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	224 42	149 62	74 80
Total.....	3,079 90	2,062 90	1,017 00
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$406 83	\$271 22	\$135 61
Agents and clerks.....	3,331 55	2,221 05	1,110 50
Labor—loading and unloading freight.....	697 13	.....	697 13
Wood and water station attendance.....	534 82	356 55	178 27
Conductors, baggage-masters and brakemen	3,924 62	2,730 61	1,194 01
Engineers and firemen.....	3,336 00	2,227 84	1,108 16
Fuel, and cost of preparing for use.....	2,713 13	1,827 07	886 06
Oil and waste for engines and tenders, passenger, baggage and freight cars	563 60	375 94	187 66
Telegraph, mail and station expenses.....	1,742 48	1,161 66	580 82
Loss and damage of goods and baggage.....	90 09	87 00	3 09
Use of freight and passenger cars.....	6,033 01	4,826 41	1,206 60
Damage to property, including damage by fire and cattle killed on road.....	15 63	10 49	5 14
Contingencies.....	1,682 18	1,121 46	560 72
Total.....	25,071 07	17,217 30	7,853 77

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources. Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellane- ous.	Total.
January, 1874	\$3,553 78	\$1,201 81	\$384 00	\$6 80	\$5,146 39
February, 1874	3,201 79	1,058 40	354 00	1 50	4,615 69
March, 1874	3,487 92	1,522 50	374 00	17 71	5,402 13
April, 1874	3,611 73	1,344 91	374 00	14 45	5,345 09
May, 1874	3,881 99	2,129 41	374 00	1 20	6,386 60
June, 1874	3,723 71	2,177 73	374 00	50	6,275 94
July, 1874	3,573 45	1,649 63	393 50	.....	5,616 58
August, 1874	3,841 10	2,007 59	383 50	.....	6,232 19
September, 1874	3,819 65	2,314 72	383 50	.....	6,517 87
October, 1874	5,300 75	2,589 81	393 50	1 40	8,285 46
November, 1874	3,451 83	1,611 17	333 50	.....	5,396 50
December, 1874	4,216 87	1,205 46	393 50	.....	5,815 83
Total	45,664 57	20,818 14	4,515 00	43 56	71,036 27

SUMMARY OF PAYMENTS.

For construction and equipment	None.
For maintaining the road, &c.—repairs of machinery and operating the road	\$52,571 77
For dividends and interest and surplus fund	None.
Miscellaneous: Amount paid Chartiers railway company for net earnings	18,130 06
For municipal and State taxes	334 44
Total	<u>71,036 27</u>

Cost of transportation :

Cost per passenger per mile, proximate average	2 ⁶ / ₁₀ cents.
Cost per ton freight per mile, proximate average	5 ⁶ / ₁₀ "

What express companies run on your road, and on what terms? The Adams express company, at ten dollars (\$10) per working day.

What transportation companies run on your road: None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

For names of officers of lessees see report of Pittsburg, Cincinnati and St. Louis railway company.

CHESTER CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Samuel M. Felton, president, and Joseph Huddell, treasurer, of the Chester Creek railroad company, and in due form of law, made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed)

S. M. FELTON, *President.*

J. HUDELL, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January 1875. }

HUGH COLLINS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$185,000 00
Amount of stock subscribed.....	185,000 00
Amount paid in as by last report.....	185,000 00
Total amount now paid in of capital stock.....	185,000 00
Funded debt as per last report.....	185,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1st January, 1903,)	185,000 00
Floating debt as per last report, and amount now of floating debt	None.
Total amount now of floating and funded debt.....	185,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January 1, and July 1, 1874.....	6 per cent.
Number of shares of stock issued.....	3,700
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	\$185,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$370,000 00	\$370,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from junction of Philadelphia, Wilmington and Baltimore railroad, at Lamoken, to junction of Philadelphia and Baltimore Central railroad, near Lenni.....	7 $\frac{1}{4}$ miles.
Length of main line of road laid	7 $\frac{1}{4}$ "
Length of main line of road laid in Pennsylvania.....	7 $\frac{1}{4}$ "
Length of double track of road.....	None.
Length of sidings	1 mile.
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track: 50 to 56 pounds.	
Branch roads owned by the company.	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 450)....	3
Number of culverts, (total length in feet, 968).....	20
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 8; freight, 8; total	16
Number of wood and water stations on main road.....	No record.
Value of real estate held by the company exclusive of road-way	\$10,000 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? With fish joints, gravel, sand and stone.	

This road is leased to the Philadelphia and Baltimore Central railroad company from January 13, 1868, for 999 years, and is worked by said company as part of its road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
David Woelpper.....	Chadd's Ford, Delaware county, Pa.
Joseph Bringhurst.....	Wilmington, Del.
Amos Gartside	Chester, Pa.
Abram P. Morgan.....	Village Green, Delaware county, Pa.
Samuel M. Felton, President.....	Philadelphia, Pa.
William Ward, Secretary	Chester, Pa.
Joseph Huddell, Treasurer.....	Philadelphia, Pa.

CHESTER VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 1, 1874, are true, to the best of their knowledge and belief.

(Signed)

JOHN F. GILPIN, *President.*

WILLIAM H. HOLSTEIN, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of October, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$871,900 00
Amount of stock subscribed	871,900 00
Amount paid in as by last report.....	871,000 00
Total amount now paid in of capital stock.....	871,900 00
Funded debt as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity, May, 1872,).....	500,000 00
Floating debt as per last report, (being unpaid interest,)...	525,000 00
The amount now of floating debt, unpaid interest.....	525 000 00
Total amount now of floating and funded debt.....	1,025,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	17,438
Par value of each share	\$50 00
Average market value during the year: No reported market value.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,371,900 00	\$1,371,900 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bridgeport to Downingtown.....	21½ miles.
Length of main line of road laid.....	21½ “
Length of main line of road laid in Pennsylvania.....	21½ “
Length of double track of road.....	None.
Length of sidings.....	2 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track, (average weight,).....	60 pounds.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,441)....	32
Number of stone bridges, (total length in feet, 1,556).....	26
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,.....	16
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road-way.....	\$3,000 00
Number of tunnels, and length in miles laid with steel rail,.....	None.
How is track laid, and on what foundation? Stone and gravel.	

The Chester Valley railroad is operated by the Philadelphia and Reading railroad company, and by them worked as a branch road; it is leased from year to year.

To all unanswered questions we respectfully refer the Auditor General to said Philadelphia and Reading railroad company.

NAME AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Franklin B. Gowen.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Charles E. Smith.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
R. P. McKean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
William H. Holstein.....	Bridgeport, Pa.
John F. Gilpin, President.....	Philadelphia.
William H. Holstein, Secretary and Treasurer.....	Bridgeport, Pa.

CHESTNUT HILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared, C. Colket, president, and H. C. Colket, treasurer, of the Chestnut Hill railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
H. C. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
21st day of January, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$120,650 00
Amount of stock subscribed.....	120,650 00
Amount paid in as by last report.....	120,650 00
Total amount now paid in of capital stock.....	120,650 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, March 2, June 2, September 2, and December 2, each	3 per cent.
Number of shares of stock issued.....	2,413
Par value of each share.....	\$50 00
Average market value during the year.	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends was declared.....	120,650 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$120,650 00	\$120,650 00
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Germantown to Chestnut Hill	4 $\frac{1}{8}$ miles.
Length of main line road laid	4 $\frac{1}{8}$ "
Length of main line of road laid in Pennsylvania	4 $\frac{1}{8}$ "
Length of double track of road	$\frac{1}{2}$ "
Length of sidings	$\frac{1}{2}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and roads worked or leased by the company	None.
Number of wooden bridges, (total length in feet, 150,) ..	3
Number of iron bridges	None.
Number of stone bridges, (total length in feet, 50,)	1
Number of culverts, and railroads crossed	None.
Number of stations on main road: Passenger and freight ..	8
Number of wood and water stations on main road. Value of real estate held by the company exclusive of road-way.	
Number of tunnels	None.
How is track laid, and on what foundation? Slag ballast and cross-ties, 2 feet apart	
Length in miles laid with steel rail	None.

The road is now leased to the Philadelphia and Reading railroad company for a term of nine hundred and ninety-nine years at an annual rental of 12 per cent. on the capital stock of 2,413 shares at \$50 per share. They took possession December 1, 1870.

The returns are embraced in the annual report of the Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joseph Patterson	Philadelphia, Pa.
W. L. Schaffer	Philadelphia, Pa.
H. M. Phillips	Philadelphia, Pa.
F. B. Gowen	Philadelphia, Pa.
E. H. Weil	Philadelphia, Pa.
H. K. Smith	Philadelphia, Pa.
W. W. Colket	Philadelphia, Pa.
A. E. Dougherty	Philadelphia, Pa.
W. S. Wilson	Philadelphia, Pa.
A. B. Eckel	Philadelphia, Pa.
J. C. Audenried	St. Louis, Mo.
C. Colket	Philadelphia, Pa.
C. Colket, President	Philadelphia, Pa.
H. C. Colket, Secretary and Treasurer	Philadelphia, Pa.

CHESTER CREEK AND BRANDYWINE.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss :

Personally appeared David A. Allison, president, and Charles H. Irwin, treasurer, of the Chester Creek and Brandywine railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending 30th day of September, 1874, are true, to the best of their knowledge and belief.

(Signed)

D. A. ALLISON, *President.*

CHAS. H. IRWIN, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of December, 1874. }

J. M. COLGAN, *Alderman.*

PHILADELPHIA, December 12, 1874.

HON. HARRISON ALLEN, *Auditor General, Harrisburg, Pa.:*

SIR:—In compliance with the provisions of the act of Assembly of the 9th of April, 1870, requiring railroad companies, &c., to make reports to the Auditor General, we will say:

That within the last financial year ending October 30, 1874, work on the projected line of the Chester Creek and Brandywine railroad company was commenced, and \$8,854 45 was expended in engineering, grading, &c., when, owing to the financial difficulties commencing in September, 1873, and spreading over the country, work was suspended and has not since been resumed.

A mortgage to secure a loan of \$125,600, payable on the first day of April, 1893, was created, but none of the securities were sold. The company has no floating debt.

On the seventh day of the present month, (December, 1874,) the company was merged into and consolidated with the Baltimore, Philadelphia and New York railroad company, under the provisions of existing laws relating thereto.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George W. Irwin.....	Philadelphia.
John T. Forrest	Philadelphia.
S. I. M'Pherson.....	Philadelphia.
David A. Allison, President	Philadelphia.
Charles H. Irwin, Secretary and Treasurer.....	Philadelphia.

CHESTER AND DELAWARE RIVER.

STATE OF PENNSYLVANIA,)
Philadelphia City and County, } ss:

Personally appeared William Ward, president, and the said William Ward, acting treasurer, of the Chester and Delaware River railroad company and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

WILLIAM WARD,
President, and Treasurer pro tem.

Affirmed and subscribed before me, this }
 6th day of March, 1875. }

J. Y. HUMPHREY, N. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$40,000 00
Amount of stock subscribed	40,000 00
Total amount now paid in of capital stock	4,000 00
The amount now of floating debt, mortgages and ground rents	130,386 76
Number of shares of stock issued, full paid	800
Par value of each share	\$50 00
Average market value during the year	5 72
Amount paid in on each share	5 00

COST OF ROAD AND EQUIPMENT

	By present report.
Amount paid on account of construction and real estate...	\$122,737 91

CHARACTERISTICS OF ROAD.

Proposed length of main line of the road, from Thurlow to Ridley Junction	4 miles.
Length of main line of road laid	4 "
Length of main line of road laid in Pennsylvania	4 "
Proposed gauge of road	4 ft. 8½ inches.
Proposed weight of rail per yard	50 and 56 lbs.
Number of miles of road graded	4 miles.

CLEVELAND AND PITTSBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
Amos Gartside.....	Chester, Delaware county, Pa.
Wm. A. Todd.....	Chester, Delaware county, Pa.
Jos. R. T. Coates.....	Philadelphia.
N. L. Yarnall.....	Chester, Delaware county, Pa.
Samuel H. Stevenson.....	Chester, Delaware county, Pa.
Wm. H. Green.....	Chester, Delaware county, Pa.
James E. Holt.....	Chester, Delaware county, Pa.
William Ward, President.....	Chester, Delaware county, Pa.
Samuel Lyons, Secretary	Chester, Delaware county, Pa.
William Ward, Acting Treasurer.....	Chester, Delaware county, Pa.

CLEVELAND AND PITTSBURG.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared R. F. Smith, assistant general manager, and George A. Ingersoll, treasurer, of the Cleveland and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) R. F. SMITH, *Assistant General Manager.*
G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me, this }
27th day of January, 1875. }

JAMES WADE, JR.,
Com. of the State of Penn'a, in Cleveland, O.

STOCK AND DEBT.

Capital stock as authorized by law	\$11,253,500 00
Amount of stock subscribed.....	11,253,500 00
Amount paid in as by last report.....	11,230,500 00
Total amount now paid in of capital stock.....	11,230,950 00
Funded debt as per last report.....	4,465,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
2d mortgage bonds, of Sept. 1, 1873, (redemption provided for,)	\$500 00
3d mortgage bonds, (date of maturity, May 1, 1875,)	1,252,000 00

4th mortgage bonds, (date of maturity, January 1, 1892,).....	\$1,096,000 00	
Consolidated mortgage bonds of 1900, (date of maturity, Nov. 1, 1900,)....	1,461,000 00	
Construction and equipment bonds, (date of maturity, Jan. 1, 1913,).....	<u>1,197,000 00</u>	\$5,006,500 00
Floating debt as per last report, and the amount now of floating debt.....		None.
Total amount now of floating and funded debt.....		5,006,500 00
Rate per cent. per annum of interest on funded debt: 3d mortgage, 7 per cent.; 4th mortgage, 6 per cent.; con- solidated sinking fund mortgage, 7 per cent.; construc- tion and equipment bonds, 7 per cent.		
Date and rate per cent. per annum of dividend or divi- dends: Cash, 10 per cent., Dec 1, 1873, March 1, 1874, June 1, 1874, Sept. 1, 1874; cash, 7 per cent., Dec. 1, 1873, March 1, 1874, June 1, 1874, Sept. 1, 1874.		
Number of shares of stock issued.....		224,619
Par value of each share.....		\$50 00
Average market value during the year.....		43 50
Amount paid in on each share.....		50 00
Amount of capital on which the respective dividends were declared: Dec. 1, 1873, \$21,300 00; March 1, 1874, \$21,050 00; June 1, 1874, \$21,050 00; Sept. 1, 1874, \$21,050 00, 10 per cent.; Dec. 1, 1873, \$11,209,200 00; March 1, 1874, \$11,209,600 00; June 1, 1874, \$11,209,- 700 00; Sept. 1, 1874, \$11,209,800 00, 7 per cent.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$12,687,159 28	\$12,865,561 43
Equipment.....	<u>2,884,140 50</u>	<u>3,373,485 61</u>
Total cost.....	<u>15,571,299 78</u>	<u>16,239,047 04</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland, Ohio, to Ro- chester, Pa., and Bellaire, Ohio	167 miles..
Length of main line of road laid	167 "
Length of main line of road laid in Pennsylvania.....	15 "
Length of double track of road	3 "

Length of sidings, (road sidings, $61\frac{1}{2}$; private sidings, $20\frac{1}{2}$),.....	82 miles.
Gauge of road.....	$41\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz:	
Bayard, Ohio, to New Philadelphia, Ohio.....	32 miles.
Roads worked or leased by the company, viz: Lease of 26 miles of the Pittsburg, Fort Wayne and Chicago railway, for joint occupancy of track, from Rochester, Pa., to Pittsburg, Pa.	
Number of engine houses and shops.....	13
Number of engines.....	97
Number of first class passenger cars, (average cost of each, \$3,875,)	38
Number of second class passenger cars, (average cost of each, \$1,200,).....	5
Number of baggage, mail and express cars, (average cost of each, \$1,438,).....	22
Number of freight cars: House cars, (average cost of each, \$780,).....	600
Number of coal, ore and stone cars, (average cost of each, \$586,)	2,370
Number of caboose cars, (average cost of each, \$1,060,)	46
Number of iron bridges, (total length in feet, 278,).....	2
Number of wooden bridges, (total length in feet, 6,054,)	65
Number of stone bridges, (total length in feet, 1,405,)...	15
Number of culverts, (total length in feet, 1,742,).....	35
Number of railroads crossed.....	4
Number of stations on main road: Passenger, 15; com- bined, 38; freight, 9; total.....	62
Number of water stations on main road	27
Value of real estate held by the company exclusive of road- way.....	None.
Number of tunnels, (length 1,010 feet,)	1
How is track laid, and on what foundation? T rail, cross- ties, gravel substructure.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	379,083
Number of miles run by freight and coal trains	1,099,122

Number of miles run by other trains.....	42,050
Number of through passengers for the year on main road,	51,863
Number of passengers (all classes) carried in cars.....	664,879
Number of tons of 2,000 lbs. of through freight for the year on main road.. ..	475,001
Number of passengers carried one mile	19,075,886
Number of tons of freight carried one mile.....	124,537,384
Number of passengers carried one mile in the State of Pennsylvania	4,331,478
Number of tons of freight carried one mile in the State of Pennsylvania	23,281,755
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,441,901
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops	30
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines	28 tons.
Weight of freight engines.....	31 "

Monthly statement of passengers (all classes) carried in cars :

December, 1873.....	52,718	June, 1874.....	60,841
January, 1874.....	47,900	July, 1874.....	61,036
February, 1874.....	43,339	August, 1874.....	63,187
March, 1874.....	54,241	September, 1874.....	64,882
April, 1874.....	50,930	October, 1874.....	63,028
May, 1874.....	51,923	November, 1874.....	50,854

The amount of freight specifying the quantity in tons :

Anthracite and bituminous coal,	700,633	Stone and lime.....	27,933
Petroleum and other oils.....	23,937	Agricultural products.....	34,022
Pig iron.....	43,928	Merchandise and manufactures,	168,446
Railroad iron.....	7,813	Live stock.....	19,709
Other iron or castings.....	39,917	Lumber.....	41,737
Iron and other ores	290,679	Other articles.....	43,147

The rate of fare for passengers charged for the respective classes per mile as follows :

For first-class through passengers.....	2½ cents.
For first-class way passengers.....	3½ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through and local freight and through and local coal : $.10\frac{77}{100}$ cents per ton per mile is the net average of our rates for through and local business for the year, including coal.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$425,408 50
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Repairs of machinery :

Repairs of engines and tenders	\$95,342 32
Repairs of passenger and baggage cars.....	33,188 56
Repairs of freight cars.....	66,578 68
Repairs of tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	72,426 96

Total	\$267,536 52
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Operating the road :

Office expenses, stationery, &c	\$26,641 83
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders	143,743 87
Car cleaning and inspecting, furniture and fixtures.....	14,041 53
Wood and water station attendance	14,794 50
Conductors, baggagemasters and brakemen.....	132,514 45
Engineers and firemen	125,546 90
Fuel, and cost of preparing for use.....	94,049 13
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	23,148 89
Telegraph, mail and station expenses.....	20,358 16
Loss and damage of goods and baggage	2,597 00
Damage for injury of persons.....	2,136 71
Damage to property, including damage by fire and cattle killed on road.....	13,053 89
General superintendence	64,701 67
Contingencies	18,190 86

Total	695,519 39
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Grand total.....	1,388,464 41
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Allotted to passenger and freight transportation: We do not make this allotment in our accounts.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	\$600,000 00
From other sources.....	78,102 90
Total.....	678,102 90

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1873.....	\$43,563 25	\$118,872 12	\$7,102 45	\$1,638 38	\$171,176 20
January, 1874.....	41,207 80	144,648 45	6,458 07	924 98	193,239 30
February, 1874.....	37,944 77	152,479 90	5,976 06	774 70	197,175 43
March, 1874.....	46,368 23	183,921 40	6,298 06	1,534 88	238,122 57
April, 1874.....	45,449 26	219,621 17	6,492 89	1,357 29	272,920 61
May, 1874.....	46,953 49	218,295 65	5,402 38	1,414 71	272,066 23
June, 1874.....	53,504 03	223,773 93	6,174 48	1,651 15	285,103 59
July, 1874.....	56,354 28	203,356 76	6,317 89	1,300 67	267,329 60
August, 1874.....	58,758 63	187,442 65	6,157 89	1,905 50	254,264 67
September, 1874.....	60,842 16	194,908 27	7,354 21	3,395 30	266,499 74
October, 1874.....	55,728 75	208,588 98	8,327 10	1,678 66	274,323 49
November, 1874.....	42,731 78	145,019 51	6,457 45	1,123 86	195,332 60
Total	589,406 43	2,200,928 79	78,518 93	18,700 08	2,887,554 23

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$678,102 90
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,388,464 41
For dividends.....	786,786 37
For interest.....	298,755 00
For miscellaneous	53,889 00
For surplus fund and municipal taxes	None.
For State taxes.....	90,387 33
Total	3,296,385 51
Total amount of surplus fund	\$417,487 42

Cost of transportation :

Cost of passenger per mile, and per ton freight per mile, proximate average : Our statistics do not give these figures.

What express companies run on your road, and on what terms ? Union express company, on same terms as previously reported.

What transportation companies run on your road ? None.

ACCIDENTS.

	Killed.	Injured.
Employees .....	..	1
Others	1	4
Total	1	5

1873.

December 3. Thomas Ready, Manchester yard, P., Ft. W. and C. messenger ; struck by pony engine ; fatally injured.

1874.

April 6. Charles Hartman, was struck by passing train, near Haysville grade, while attempting to get out of the way of another train; leg broken.

June 19. Bartley Seager, boy, Allegheny, was playing on ears, and had his foot crushed between dead woods.

September 17. John Swearingen, brakeman, Manchester, had foot caught between rails while coupling; leg broken and ankle crushed; leg amputated

September 24. August Smith, Manchester, fell while getting off train; foot crushed; amputated.

November 20. Elijah Barnes, Rochester, attempted to cross track while intoxicated and was run over; lost both legs; coroner's jury exonerated company from blame.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. McCullough.....	Pittsburg, Pa.
B. F. Jones	Pittsburg, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
John B. Trevor	New York.
S. J. Tilden.....	New York.
Charles Lanier.....	New York.
George W. Cass.....	New York.
Isaac Kip	New York.
Daniel M'Laren.....	Cincinnati, Ohio.
J. V. Painter.....	Cleveland, Ohio.
James F. Clark.....	Cleveland, Ohio.
R. P. Ranney	Cleveland, Ohio.
J. N. McCullough, President	Pittsburg, Pa.
George A. Ingersoll, Secretary and Treasurer.....	Cleveland, O.

COLEBROOKDALE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, Joseph L. Bailey, president, and John Welch, treasurer, of the Colebrookdale railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) JOSEPH L. BAILEY, *President.*
 JOHN WELCH, *Treasurer.*

Affirmed and subscribed before me, }
 this 16th day of January, 1875 }

W. W. DOUGHERTY, *Alderman*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	50,000 00
Amount paid in as by last report.....	47,165 00
Total amount now paid in of capital stock.....	47,215 00
Funded debt as per last report.....	587,200 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 1, 1898,)..	586,700 00
Floating debt as per last report.....	123,354 16
Amount now of floating debt.....	177,391 00
Total amount now of floating and funded debt.....	764,091 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued, (full paid).....	922
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share issued.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$667,126 78</u>	<u>\$667,094 02</u>

Equipment furnished by Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pottstown to Hosensack,	18.8 miles.
Length of main line of road laid.....	12.8 "
Length of main line of road laid in Pennsylvania.....	12.8 "
Length of double track of road.....	None.
Length of sidings.....	1.9 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 160,)....	2
Number of culverts, (total length in feet, 936,).....	16
Number of railroads crossed.....	None.

Number of stations on main road : Passenger and freight,	9
Number of wood and water stations on main road	1
Value of real estate held by the company exclusive of road-way	\$14,108 07
Number of tunnels	None.
How is the track laid, and on what foundation ? Wooden cross-ties and stone ballast.	
Length in miles laid with steel rail	None.

Receipts on construction and equipment account during the year :

From stockholders	\$50 00
From sale of bonds and other sources	Nothing.

RECEIPTS ON LEASE ACCOUNT.

MONTHS.	Passengers.	Freight.	Coal.	Miscellaneous.	Total.
December, 1873	\$260 51	\$257 28	\$137 47	\$22 35	677 61
January, 1874	256 12	275 12	79 37	24 21	634 82
February, 1874	233 68	271 21	51 81	20 61	577 31
March, 1874	313 90	336 86	121 98	23 58	796 32
April, 1874	300 30	321 86	139 06	20 88	782 10
May, 1874	342 56	368 90	137 81	21 93	871 20
June, 1874	279 01	331 46	92 60	21 05	724 12
July, 1874	319 63	291 19	63 19	18 76	692 77
August, 1874	419 63	353 88	63 16	17 58	854 25
September, 1874	316 60	381 86	194 47	18 09	911 02
October, 1874	310 45	435 71	213 52	22 36	982 04
November, 1874	292 32	414 55	185 29	19 59	911 75
Total	3,644 71	4,039 88	1,479 73	250 99	9,415 31

SUMMARY OF PAYMENTS.

For construction and equipment, dividends and municipal taxes	Nothing.
For interest on bonded debt	\$35,127 00
For miscellaneous contingent expenses	592 30
For discount and interest	8,984 91
For State taxes	863 75
Total	45,567 95

All returns not given in this report will be included in the return made by the Philadelphia and Reading railroad company, lessees.

Date of lease, January 1, 1870, for a term of twenty (20) years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. B. Boyer	Boyertown, Berks county, Pa.
John C. Smith.....	Pottstown, Montgomery county, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. Lowrie Bell.....	Philadelphia, Pa.
David J. Brown.....	Philadelphia, Pa.
Wm. A. Church.....	Philadelphia, Pa.
Joseph L. Bailey, President....	Pine Iron Works P. O., Berks co., Pa.
Howard Hancock, Secretary....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.

COLUMBIA AND PORT DEPOSIT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Strickland Kneass, president, and James R. M'Clure, treasurer, of the Columbia and Port Deposit railroad company, and in due form of law, made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*

JAMES R. M'CLURE, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1875. }

HENRY C. SPACKMAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$231,350 00
Amount paid in as by last report.....	208,172 11
Total amount now paid in of capital stock.....	208,172 11
Funded debt as per last report.....	160,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1892,)	1,060,000 00
Floating debt as per last report.....	727,870 36
The amount now of floating debt.....	188,402 26
Total amount now of floating and funded debt.....	1,248,402 26
Rate per cent. per annum of interest on funded debt, 1st mortgage: 7 per cent.	

Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	4,129
Par value of each share	\$50 00
Average market value during the year.....	1 00
Amount paid in on each share.....	No record.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,096,042 47	\$1,244,776 91
Equipment leased.		

CHARACTERISTICS OF ROAD

Length of main line of road, from Columbia to Port Deposit,	39 $\frac{3}{10}$
Length of main line of road laid	5 miles.
Length of main line of road laid in Pennsylvania.....	$\frac{1}{4}$ "
Length of double track of road.....	None.
Length of sidings.....	$\frac{8}{10}$ miles.
Gauge of road.....	4 $\frac{9}{12}$ feet.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned, worked or leased by the company...	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 35,)....	1
Number of culverts, (total length in feet, 2,970,).....	89
Number of railroads crossed.....	None.
Number of stations on main road—at Port Deposit: 1 passenger, 1 freight; total.....	2
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road way	\$31,316 48
Number of tunnels, and length in miles laid with steel rails,	None.
How is track laid, and on what foundation? On white oak and chestnut ties, stone ballast, with fish joint fastenings.	

That portion of the company's road built, lying between the terminus in Port Deposit and a point near the mouth of Octorara creek, is leased to the Philadelphia, Wilmington and Baltimore railroad company from year to year.

JAS. R. M'CLURE, *Secretary.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Strickland Kneass	Philadelphia, Pa.
Thos. A. Scott	Philadelphia, Pa.
Geo. B. Roberts	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
Wm. J. Howard	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Jno. M. Kennedy	Philadelphia, Pa.
W. Parker Shorteridge	Philadelphia, Pa.
Alexander Biddle	Philadelphia, Pa.
Joseph Lesley	Philadelphia, Pa.
Jacob Tome	Port Deposit, Md.
Maris Hoopes	Colemanville, Pa.
Strickland Kneass, President	Philadelphia, Pa.
Jas. R. M'Clure, Secretary and Treasurer	Philadelphia, Pa.

CONNECTING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas A. Scott, president, and Albert Hewson, treasurer, of the Connecting railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) THOMAS A. SCOTT, *President.*
 ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me this }
 12th day of February, 1875. }

ALEXANDER COLVILLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,900,000 00
Amount of stock subscribed	1,278,300 00
Amount paid in as by last report	1,278,300 00
Total amount now paid in of capital stock	1,278,300 00
Funded debt as per last report	991,000 00

The amount now of funded debt, (classified and date of maturity,) as follows :

1st mortgage bonds, date of maturity—

Series A, September 15, 1900.....	\$193,000 00
Series B, September 15, 1901	199,000 00
Series C, September 15, 1902	200,000 00
Series D, September 15, 1903	199,000 00
Series E, September 15, 1904	200,000 00

\$991,000 00

Floating debt as per last report.....	None.
The amount now of floating debt.....	145,814 04
Total amount now of floating and funded debt.....	1,136,814 04
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
June 30 and December 30, 1874, cash, each	3 per cent.
Number of shares of stock issued	25,666
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared	<u>\$1,278,300 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$2,278,300 00</u>	<u>\$2,415,114 04</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from eastern connection with Pennsylvania railroad, to connection with Philadelphia and Trenton railroad.....	$6\frac{781}{1000}$ miles.
Length of main line of road laid	$6\frac{781}{1000}$ "
Length of main line of road laid in Pennsylvania	$6\frac{781}{1000}$ "
Length of double track of road	$6\frac{781}{1000}$ "
Length of sidings.....	$5\frac{926}{1000}$ "
Gauge of road	4 ft. 9½ inches.
Weight of rail per yard on main track.....	67 pounds.
Branch roads owned by the company and roads worked or leased by the company	None.
Number of engine houses	2
Number of iron bridges, (total length in feet, $945\frac{7}{12}$).....	8
Number of wooden bridges.....	None.

RAILROAD REPORT.

101

Number of stone bridges, (total length in feet, $673\frac{19}{12}$)....	2
Number of culverts, (total length in feet, $108\frac{8}{12}$).....	12
Number of railroads crossed : Six steam, 3 horse.	
Number of stations on main road : Passenger, 1 ; freight, 2 ; total	3
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way	\$210,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Thomson splice, gravel ballast.	
Length in miles laid with steel rail	$10\frac{91}{100}$

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds.....	Nothing.
From other sources.....	\$145,814 04
Total.....	145,814 04

This road is operated and returns are made by the Philadelphia and Trenton railroad company, to which company it is leased for 999 years from January 1, 1868

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Josiah Bacon.....	Philadelphia, Pa.
Alexander Biddle	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
G. B. Roberts	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Thos. A. Scott, President,.....	233 S. Fourth street, Philadelphia, Pa.
Albert Hewson, Sec'y and Treas..	233 S. Fourth street, Philadelphia, Pa.

CORNWALL.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss :

Personally appeared A. Wilhelm, president, and D. S. Hammond, treasurer, of the Cornwall railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. WILHELM, *President.*

D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

LEWIS REHR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report	300,000 00
Total amount now paid in of capital stock	300,000 00
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as per last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, 6 per cent.; July, 5 per cent.	
Number of shares of stock issued	6,000
Par value of each share	\$50 00
Average market value during the year	None sold.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$345,098 44	\$347,222 02
Equipment	76,394 41	76,394 41
Total cost	<u>421,492 85</u>	<u>423,616 43</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cornwall to Union canal,	$7\frac{47}{100}$ miles.
Length of main line of road laid.....	$7\frac{47}{100}$ “
Length of main line of road laid in Pennsylvania.....	Entire.
Length of double track of road.....	None.
Length of sidings.....	$2\frac{3968}{5280}$ miles.
Gauge of road.....	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned by the company and their length, viz :	
$1\frac{3066}{5280}$ miles.....	4
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	3
Number of first and second class passenger, baggage, mail and express cars.....	None.
Number of freight cars : House cars, (average cost of each, \$300,) 1; trucks, (average cost of each, \$250,) 26; total.	27
Number of ore and stone cars : Ore, 100; stone, 38; (aver- age cost of each \$250;) total.....	138
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 61,).....	2
Number of wooden bridges, (total length in feet, 118,)....	8
Number of stone bridges, (total length in feet, 2 stone, 19. feet; 2 stone and brick, 18 feet; total 37,).....	4
Number of culverts, (total length in feet, 40,).....	18
Number of railroads crossed.....	1
Number of stations on main road : Passenger, none; freight, 12; total.....	12
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way.....	\$600 00
Number of tunnels.....	None.
How is the track laid, and on what foundation? Broken limestone and furnace cinder	
Length in miles laid with steel rail.....	4,907 feet.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight trains.....	10,591
Number of through passengers for the year and passengers (all classes) carried in cars.....	None.
Number of tons of 2,000 lbs. of through freight for the year on main road.....	172,083 $\frac{368}{2000}$

Number of tons of freight carried one mile.....	87,966 $\frac{960}{2000}$
Number of tons of freight carried one mile in the State of Pennsylvania.....	89,966 $\frac{960}{2000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	260,049 $\frac{328}{2000}$
Average rate of speed adopted by freight trains, including stops	10 miles.
Weight of freight engines: 18, 32 and 35 tons.	

Monthly statement of passengers (all classes) carried in cars:

None carried.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	66,310	Stone and lime.....	16,951
Bituminous coal, in other articles, Petroleum and other oils, in other articles,		Agricultural products, in other articles,	
Pig iron.....	38,064	Merchandise and manufacturers, in other articles.	
Railroad iron, in other articles,		Live stock, in other articles,	
Other iron or castings, in other articles.		Lumber, in other articles,	
Iron and other ores.....	132,985	Other articles.....	5,739

The rate per ton (of 2,000 pounds,) per mile charged for freight:

For through freight, including ear service, per ton per mile,	4 to 5 cents.
For through coal per ton per mile	4 “
For local freight per ton per mile.....	5 to 8 “
For local coal per ton per mile.....	3 to 8 “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$12,432 36
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Repairs of machinery:

Repairs of engines, tenders, passenger, baggage and freight cars and tools and machinery in shops.....	\$2,893 36
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	449 10
Total.....	3,342 46

Operating the road:

Office expenses, stationery, &c.....	\$2,374 95
Agents and clerks.....	600 00
Conductors and brakemen.....	1,809 75
Engineers and firemen.....	1,760 04
Fuel, and cost of preparing for use.....	3,518 29
Oil and waste for engines, tenders and freight cars	296 13
Total.....	10,359 16

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS—FREIGHT.

January, 1874.....	\$4,504 87	August, 1874.....	\$3,984 99
February, 1874.....	4,441 86	September, 1874.....	4,722 19
March, 1874.....	5,385 57	October, 1874.....	5,019 10
April, 1874.....	5,284 38	November, 1874.....	4,380 27
May, 1874.....	4,858 41	December, 1874.....	5,218 59
June, 1874.....	4,563 73		
July, 1874.....	4,451 19	Total	<u>56,815 15</u>

SUMMARY OF PAYMENTS

For construction and equipment.....	\$2,123 58
For maintaining the road, &c.—repairs of machinery and operating the road.....	26,133 98
For dividends.....	33,000 00
For interest, miscellaneous, surplus fund and municipal taxes.....	None.
For State taxes.....	3,048 10
Total.....	<u>64,305 66</u>

Cost of transportation :

Cost per ton freight per mile, proximate average 1 to 8 cents.

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Small.....	York, Pa.
William C. Freeman.....	Cornwall, Pa.
A. Wilhelm.....	Lebanon, Pa.
John W. Mish.....	Lebanon, Pa.
D. S. Hammond.....	Lebanon, Pa.
A. Wilhelm, President.....	Lebanon, Pa.
John W. Mish, Secretary.....	Lebanon, Pa.
D. S. Hammond, Treasurer.....	Lebanon, Pa.

CORNING, COWANESQUE AND ANTRIM.

STATE OF NEW YORK, }
Schuyler County, } ss:

Personally appeared, George J. Magee, president, and Daniel Beach, treasurer, of the Corning, Cowanesque and Antrim railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

GEORGE J. MAGEE, *President.*

DANIEL BEACH, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of January, 1875. }

J. H. LANG, *Commissioner for Penn'a.*

STOCK AND DEBT.

Capital stock as authorized by law.	\$2,000,000 00
Amount of stock subscribed.	1,600,000 00
Amount paid in as by last report.	1,600 000 00
Total amount now paid in of capital stock, (also \$300,- 000 00 for Cowanesque Valley branch, June, 1874,)....	1,600,000 00
Funded debt as per last report, and amount now; floating debt as per last report, and amount now; and total amount now of floating and funded debt.	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, December 31, 1873.	3½ per cent.
Number of shares of stock issued.	38,000
Par value of each share.	\$50 00
Average market value during the year.	None in market.
Amount paid in on each share.	\$50 00
Amount of capital on which the respective dividends were declared.	1,600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,600,000 00	\$1,600,000 00
Add for Cowanesque Valley branch. . .		300,000 00
Equipment	None.	None.
Total cost.	1,600,000 00	1,900,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corning, N. Y., to Antrim, Penn'a	53 miles.
Length of main line of road laid	53 "
Length of main line of road laid in Pennsylvania	37 $\frac{16}{100}$ "
Length of double track of road	None.
Length of sidings	8 $\frac{11}{100}$ miles
Gauge of road	6 feet.
Weight of rail per yard on main track	59 and 62 lbs.
Branch roads owned by the company and their length, viz:	
Cowanesque Valley railroad	11 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops	3
Number of coal, ore, stone and caboose cars	None.
Number of iron bridges, (total length in feet, 640,)	1
Number of wooden bridges, (total length in feet, 524,)	2
Number of stone bridges, and railroads crossed	None.
Number of culverts	150
Number of stations on main road, (passenger and freight used for both,)	14
Number of wood and water stations on main road	7
Value of real estate held by the company exclusive of road way: In Pennsylvania, \$41,223 71; in New York, \$100,000 00; total	\$141,223 71
Number of tunnels	None.
How is track laid, and on what foundation? Hard wood and hemlock ties, on road bed of gravel; rail joints are fish plates; no chairs.	.
Length in miles laid with steel rail	None.

Railroad leased to the Fall Brook coal company from January 1, 1873, for 49 years; cars furnished and road operated by that company. For further answers we refer to their reports.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
George J. Magee	Watkins, N. Y.
John Lang	Watkins, N. Y.
Daniel Beach	Watkins, N. Y.
S. S. Ellsworth	Penn Yan, N. Y.
Daniel C. Howell	Bath, N. Y.
Henry Sherwood	Wellsboro', Pa.
Alfred L. Edwards	New York city.
George J. Magee, President	Watkins, N. Y.
Daniel Beach, Secretary and Treasurer	Watkins, N. Y.

CORNING, COWANESQUE AND ANTRIM.

(Fall Brook coal company, lessees.)

STATE OF NEW YORK, }
Schuyler County, } ss:

Personally appeared George J. Magee, president, and John Lang, treasurer, of the Fall Brook coal company, lessees of the Corning, Cowanesque and Antrim railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) GEORGE J. MAGEE, *President.*
 JOHN LANG, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1875. }

JOHN H. LANG, *Comm. for Penn'a.*

STOCK AND DEBT.

Reported by C. C. & A. railway company.

COST OF ROAD AND EQUIPMENT.

Reported by C. C. & A. railway company.

CHARACTERISTICS OF ROAD.

Reported by C. C. & A. railway company.

Number of engines.....	13
Number of first class passenger cars, (average cost of each, \$4,500,).....	4
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$2,300,).....	4
Number of freight cars: House cars, (average cost of each, \$750,) 26; trucks, (average cost of each, \$550,) 73; total.....	99
Number of coal cars, (average cost of each, \$300,).....	601
Number of caboose cars, (average cost of each, \$600,) ...	8

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	92,250
Number of miles run by freight and coal trains, (mixed,).....	177,842
Number of through passengers for the year on main road..	1,390

Number of passengers (all classes) carried in cars.....	97,227
Number of tons of 2,000 lbs. of through freight for the year on main road.....	127,573
Number of passengers carried one mile.....	1,692,488
Number of tons of freight carried one mile.....	17,552,091
Number of passengers carried one mile in the State of Penn- sylvania.....	949,282
Number of tons of freight carried one mile in the State of Pennsylvania.....	5,084,556
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	827,800
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by coal trains, including stops, (miles per hour,).....	11
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	40 “

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	7,975	July, 1874.....	10,066
February, 1874.....	6,591	August, 1874.....	8,805
March, 1874.....	8,291	September, 1874.....	9,004
April, 1874.....	8,247	October, 1874.....	7,932
May, 1874.....	8,066	November, 1874.....	7,350
June, 1874.....	7,395	December, 1874.....	7,505

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,828	Merchandise and manufactures,	10,720
Bituminous coal.....	774,892	Live stock.....	60
Petroleum and other oils.....	290	Lumber.....	21,191
Railroad and other iron or castings	4,675	Other articles.....	8,906
Stone and lime.....	1,012		
Agricultural products.....	6,220	Total.....	827,800

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3½ cents.
For first class way passengers.....	3½ “

The rate per ton (of 2,000 pounds,) per mile charged for freight :

For through freight, per ton per mile.....	8 cents.
For through coal, per ton per mile.....	1½ “
For local freight, per ton per mile.....	10 “
For local coal, per ton per mile.....	2½ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, &c...	\$115,253 32
Taxes on real estate, State New York.....	11,347 96
Total.....	<u>126,601 28</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$26,020 35
Repairs of passenger, baggage and freight cars.....	22,913 75
Repairs of tools and machinery in shops.....	2,375 30
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4,862 70
Total.....	<u>56,172 10</u>

Operating the road :

Office expenses, stationery, &c.....	\$494 94
Agents and clerks.....	9,156 00
Conductors, baggage masters and brakemen.....	24,731 25
Engineers, firemen, wipers and watchmen.....	28,504 28
Fuel, and cost of preparing for use.....	20,429 98
Oil and waste for engines, tenders, passenger, baggage and freight cars.....	7,803 71
Telegraph, mail and station expenses	4,399 46
Loss and damage of goods and baggage.....	138 67
Damage for injury of persons, medical and funeral expenses,	101 67
Damage to property, including damage by fire and cattle killed on road.....	25 00
General superintendence.....	4,829 11
Contingencies.....	2,356 43
Total.....	<u>102,970 50</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Use of cars and motive power.	Miscel- lan's.	Total.
January, 1874.....	\$4,494 20	\$10,523 96	.....	\$4,693 67	.....	\$19,713 50
February, 1874....	3,764 96	12,432 12	\$1,084 44	5,242 12	\$321 45	22,245 09
March, 1874.....	4,714 37	15,424 07	610 62	2,924 42	89 50	23,762 98
April, 1874.....	4,601 25	20,418 25	.....	6,474 30	.....	31,493 80
May, 1874.....	4,585 71	30,634 85	610 62	11,957 35	171 88	48,069 41
June, 1874.....	4,567 40	33,099 71	352 81	13,940 61	.....	51,960 53
July, 1874.....	5,748 51	26,216 56	.....	11,531 72	.....	43,496 79
August, 1874.....	5,035 63	25,232 08	963 43	12,626 15	51 70	43,908 99
September, 1874...	5,559 41	28,308 43	403 13	13,306 56	.....	47,577 53
October, 1874.....	4,664 65	26,291 15	561 53	9,280 12	.....	40,797 45
November, 1874...	4,264 75	16,215 61	.....	3,018 43	.....	23,498 79
December, 1874 ...	4,367 31	8,790 41	574 40	1,706 74	128 85	15,567 70
Total.....	56,368 15	253,587 20	5,160 98	96,702 19	763 38	412,581 90

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$29,629 96
For maintaining the road, &c.—repairs of machinery and operating the road.....	285,743 88
For dividends, interest, miscellaneous and surplus fund: Reported by C. C. and A. railway company.	
For municipal taxes: Included in expense account.	
For State taxes.....	1,963 03
Total.....	<u>317,336 87</u>

Total amount of surplus fund: Applied on rent of road.

Cost of transportation:

Cost per passenger per mile and cost per ton freight per mile. Passenger cars run with freight or coal trains; impossible to give cost of each item.

What express companies run on your road, and on what terms? United States express company; 18 cents per hundred pounds to all points.

What transportation companies run on your road? None.

The foregoing figures embrace the cost of maintaining and operating the Cowanesque Valley Branch railroad; also, the receipts from same.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	1
Others	2	..
Total.....	<u>2</u>	<u>1</u>

1874.

January 26. James May, fireman, injured, leg broken ; engine mounted switch rail near Tioga.

March 3. Susan Clark threw herself in front of train near Nelson and was killed.

June 13. Henry Bullock while driving across the track at Bear Creek was run over and killed.

NAMES AND RESIDENCE OF OFFICERS.

Reported by C. C. and A. railway company.

OFFICERS FALL BROOK COAL COMPANY.

Geo. J. Magee..... President.
John Lang..... Secretary and Treasurer.

COWANESQUE VALLEY.

ELKLAND, *January 14, 1875.*

HARRISON ALLEN, Esq., *Auditor General:*

DEAR SIR:—Your letter of the 12th inst. is just received.

The Cowanesque Valley railroad was sold May 26, 1874, by trustees of the second mortgage, on failure to pay interest due on same ; it was sold subject to the first mortgage of one hundred thousand dollars, and was bid off by Gen. George J. Magee, the holder of all the second mortgage bonds, one hundred thousand dollars in amount, for the sum of two thousand (\$2,000) dollars.

The road is now operated by the Corning, Cowanesque and Antrim railway company. The funded debt of our company was all due to or guaranteed by Gen. Magee.

Yours respectfully,

C. L. PATTISON, *Sec. and Treas.*

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, }
Cumberland County, } ss :

Personally appeared Thomas S. Kennedy, president, and Edward M. Biddle, treasurer, of the Cumberland Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1874, are true to the best of their knowledge and belief.

(Signed) T. B. KENNEDY, *President.*
 E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1875. }

J. M. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,110,000 00
Amount of stock subscribed.....	1,777,850 00
Amount paid in as by last report.....	1,774,612 50
Total amount now paid in of capital stock	1,777,850 00
Funded debt as per last report.....	352,300 00

The amount now of funded debt, classified and date of maturity, as follows :

1st mortgage bonds, (date of maturity, April 1, 1904).....	\$166,000 00	
2d mortgage bonds, (date of maturity, April 1, 1908).....	109,500 00	
3d mortgage bonds, (date of maturity, Jan. 1, 1884)	81,800 00	
	<hr/>	352,300 00

Floating debt as per last report and amount now of floating debt	None.
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Total amount now of floating and funded debt.....	352,300 00
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Rate per cent. per annum of interest on funded debt : 1st mortgage, 8 per cent. ; 2d mortgage, 8 per cent. ; 3d common, 6 per cent.

Date and rate percent. per annum of dividend or dividends :

Cash, April 1, 1874, 8 per cent. ; cash, October 1, 1874, 10 per cent.

Number of shares of stock issued.....	35,557
Par value of each share.....	\$50 00
Average market value during the year.....	60 00
Amount paid in on each share.	50 00
Amount of capital on which the respective dividends were declared: April 1, 1874, \$1,776,565; October 1, 1874, \$1,777,850.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$1,753,613 46</u>	<u>\$1,813,323 30</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg to Virginia shore of Potomac river.....	82 $\frac{2}{10}$ miles.
Length of main line of road laid: River, 82 $\frac{2}{10}$ miles, and 4 miles allowed by law for Harrisburg bridge.....	86 $\frac{2}{10}$ "
Length of main line of road laid in Pennsylvania	68 $\frac{3}{10}$ "
Length of double track of road	7 "
Length of sidings	11 $\frac{7}{8}$ "
Gauge of road	4 ft. 9 inches.
Weight of rail per yard on main track.....	50 to 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company and their length, viz: Southern Pennsylvania railway, 26 miles in length; Martinsburg and Potomac railroad, 11 $\frac{8}{10}$ miles in length; Dillsburg and Meehaniesburg railroad, 8 miles in length.	
Number of engine houses and shops: 1 shop, 5 engine houses.	
Number of engines.....	22
Number of first-class passenger cars, (average cost of each, \$3,800)	18
Number of second-class passenger cars, (average cost of each, \$2,200).....	1
Number of baggage, mail and express cars, (average cost of each, \$1,500).....	6
Number of freight cars: House cars, (average cost of each, \$700,) 145; trucks, (average cost of each, \$550,) 58; stock cars, (average cost of each, \$550,) 22; total.....	225
Number of coal, dump and stone cars: Coal, 28; dump, 10; stone, 6; (average cost of each, \$550,) total.....	44

RAILROAD REPORT.

115

Number of caboosc cars, (average cost of each, \$400,)...	3
Number of iron bridges, (total tength in feet, 864,).....	3
Number of wooden bridges, (total length in feet, 5,115)...	2
Number of stone bridges, (total length in feet, 100,).....	4
Number of culverts, (total length in feet, 4,837; average width, 2 feet,).....	126
Number of railroads crossed: Northern Central at Bridgeport, and Western Maryland at Hagerstown, Md.....	2
Number of stations on main road: Passenger, 25; freight, 20; total.....	45
Number of wood and water stations on main road	9
Value of real estate held by the company exclusive of roadway	\$18,100 00
Number of tunnels	None.
How is track laid, and on what foundation? On cross-ties, resting on stone ballast.	
Length in miles laid with steel rail.....	6

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	174,470
Number of miles run by freight trains.....	193,224
Number of miles run by construction and special trains...	21,438
Number of through passengers for the year on main road..	12,483
Number of passengers (all classes) carried in cars.....	392,554
Number of tons of 2,000 lbs. of through freight for the year on main road.....	12,412
Number of passcngers carried one mile	7,448,100
Number of tons of freight carried one mile.....	12,300,919
Number of passengers carried one mile in the State of Pennsylvania.....	5,198,962
Number of tons of freight carried one mile in the State of Pennsylvania	11,213,329
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	415,317
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24
Average rate of speed adopted by express trains, including stops.....	24
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passcnger engines: 34,000 and 40,000 pounds.	
Weight of freight engines: 50,000 and 60,000 pounds.	

Monthly statement of passengers (all classes) carried in cars:

October, 1873.....	31,736	May, 1874.....	29,046
November, 1873.....	26,628	June, 1874.....	32,114
December, 1873.....	27,761	July, 1874.....	45,459
January, 1874.....	28,755	August, 1874.....	54,712
February, 1874.....	23,928	September, 1874.....	35,254
March, 1874.....	29,323		
April, 1874.....	27,638	Total.....	<u>392,354</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	112,446	Agricultural products.....	43,780
Bituminous coal.....	13,240	Merchandise and manufactures..	24,447
Petroleum and other oils.....	501	Live stock.....	7,077
Pig iron.....	4,178	Lumber.....	18,248
Other iron or castings.....	7,689	Other articles.....	<u>99,390</u>
Iron and other ores.....	82,237		
Stone and lime.....	2,084	Total.....	<u>415,317</u>

STATEMENT exhibiting in detail the expenditures on account of operating expenses for the year ending Sept. 30, 1874.

CONDUCTING TRANSPORTATION.	ALLOTTED TO		TOTAL.
	Passengers.	Freight.	
Conductors.....	\$2,263 16	\$3,067 05	\$6,330 21
Baggage masters.....	1,963 21	.....	1,963 21
Brakemen.....	2,804 63	9,421 37	12,226 00
Dispatches.....	750 00	3,373 58	3,123 58
Agents and clerks.....	7,781 46	13,775 23	21,556 69
Station labor.....	.....	4,406 37	4,406 37
Telegraph expenses.....	241 92	362 88	604 80
Mail expenses.....	684 11	.....	684 11
Station expenses.....	790 12	323 92	1,114 04
Train expenses.....	1,919 40	1,613 21	3,532 61
Loss and damage to freight.....	.....	108 94	108 94
Loss and damage to baggage.....	26 74	.....	26 74
Loss from injuries to individuals.....	.....	.....	.....
Car service.....	.....	1,089 72	1,089 72
Passenger depot repairs.....	2,015 45	.....	2,015 45
Freight depot repairs.....	.....	2,442 44	2,442 44
Oiling and inspecting cars.....	492 84	389 10	881 94
Insurance.....	210 00	245 00	455 00
Superintendence.....	1,235 37	2,103 47	3,338 84
Clerks in general office.....	675 69	1,150 49	1,826 18
Stationery and printing.....	1,229 91	1,274 23	2,504 14
Advertising.....	387 95	.....	387 95
Incidental expenses.....	173 23	296 63	469 86
Watchmen.....	404 39	402 85	807 24
Switchmen.....	201 22	342 61	543 83
Gratuity to employees.....	.....	32 66	32 66
Furniture for general office.....	118 79	232 29	351 08
Extraordinary expenses.....	279 75	56 95	336 70
Depot attendants.....	1,062 72	.....	1,062 72
Totals.....	28,732 06	45,510 99	74,243 05

STATEMENT—Continued.

MOTIVE POWER.	ALLOTTED TO		TOTAL.
	Passengers.	Freight.	
Engineers and firemen.....	\$6,281 32	\$10,089 05	\$16,370 37
Washing and cleaning engines.....	1,067 43	1,012 68	2,080 11
Shop labor.....	402 50	633 34	1,035 84
Water supply.....	406 33	609 50	1,015 83
Locomotive repairs.....	4,098 52	6,480 03	10,578 55
Oil and waste for locomotives.....	405 35	752 21	1,157 56
Fuel for locomotives.....	13,758 66	21,798 30	35,556 96
Fuel for engine houses and shops.....	230 93	363 38	594 31
Fuel stations, repairs of.....	12 08	18 13	30 21
Water stations, repairs of.....	86 55	129 82	216 37
Machine shops, repairs of.....	377 30	593 67	970 97
Insurance.....	14 00	21 00	35 00
Superintendence.....	510 00	802 50	1,312 50
Incidentals.....	12 17	18 26	30 43
Watchmen.....	95 13	149 68	244 81
Gratuity to employees.....	35 54	55 92	91 46
Furniture.....			
Tools, machinery, repairs of.....	380 04	598 01	978 05
Totals.....	28,173 85	44,125 51	72,299 36
MAINTENANCE OF CARS.			
Passenger car repairs.....	\$6,056 47		\$6,056 47
Freight car repairs.....		10,022 18	10,022 18
Shop labor.....	187 91	306 59	494 50
Car shops, repairs.....	71	1 17	1 88
Superintendence.....	129 20	210 80	340 00
Tools and machinery repairs.....	83 16	135 67	218 83
Totals.....	6,457 45	10,676 41	17,133 86

RAILROAD REPORT.

119

MAINTENANCE OF WAY.

Adjustment of track.....	\$5,416 88	\$8,125 31	\$13,542 19
Ballast.....	211 46	211 21	528 67
Ditching.....	470 20	705 29	1,175 47
Frogs and switches.....	1,221 02	1,831 79	3,052 81
Cross ties.....	4,205 48	6,308 22	10,513 70
Replacing cross ties.....	2,342 41	3,513 61	5,856 02
Iron rails.....	6,621 97	9,932 95	16,554 92
Relaying iron.....	997 27	1,495 90	2,493 17
Spikes and joint fastenings.....	691 24	1,036 87	1,728 11
Culverts, cattle guards and road crossings.....	318 08	477 13	795 21
Clearing roadway.....	254 81	382 21	637 02
Snow and ice.....	233 17	349 76	582 93
Telegraph repairs.....	21 15	31 73	52 88
Road and hand car repairs.....	47 12	70 70	117 82
Tool and watch houses.....	32 20	48 29	80 49
Bridge masonry repairs.....	524 46	786 68	1,311 14
Bridge superstructure repairs.....	9,998 30	17,497 46	27,495 76
Insurance.....	660 00	990 00	1,650 00
Superintendence.....	614 02	921 02	1,535 04
Clerks in general office.....	108 24	162 36	270 60
Stationery and printing.....	21 25	31 87	53 12
Incidentals.....	160 58	240 87	401 45
Watchmen.....	1,056 16	1,584 23	2,640 39
Gratuity to employees.....	94 20	141 30	235 50
Tools and machinery repairs.....	180 59	270 88	451 47
Extraordinary expenses.....	31 80	47 65	79 45
Totals.....	36,534 06	57,301 29	98,835 35

GENERAL EXPENSES.			
Salary of officers.....	\$4,324 66	\$7,077 15	\$11,401 81
Legal expenses.....	170 36	293 14	463 50
Taxes on real estate.....	984 59	1,476 88	2,461 47
Insurance.....	41 63	71 63	113 26
Clerks in general office.....	510 59	878 58	1,389 17
General office expenses.....	100 97	173 75	274 72
Stationery and printing.....	91 82	158 00	249 82
Incidentals.....	80 84	139 11	219 95
Furniture general office.....	64 62	110 93	175 55
Totals.....	6,370 08	10,379 17	16,749 25

STATEMENT—Continued.

RECAPITULATION.	ALLOTTED TO		Total.
	Passengers.	Freight.	
Conducting transportation.....	\$28,732 06	\$45,510 99	\$74,243 05
Motive power.....	28,173 85	44,125 51	72,299 36
Maintenance of ears.....	6,457 45	10,676 41	17,133 86
Maintenance of way.....	36,534 06	57,301 29	93,835 35
General expenses.....	6,370 08	10,379 17	16,749 25
Total operating expenses.....	106,267 50	167,993 37	274,260 87

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3 “
For second-class through and way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile	4 cents
For through coal, per ton per mile.....	2 $\frac{1}{4}$ “
For local freight, per ton per mile.....	4 “
For local coal, per ton per mile.....	2 $\frac{1}{4}$ “

Receipts on construction and equipment account during the year:

From stockholders....	\$2,937 50
From sale of bones and other sources.....	Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and Express	Miscellaneous.	Total.
October, 1873.....	\$15,554 19	\$37,096 13	\$1,174 50	.....	\$55,824 82
November, 1873.....	14,726 52	28,455 06	1,134 45	.....	44,316 03
December, 1873.....	15,126 10	30,031 88	1,233 83	.....	46,391 81
January, 1874.....	14,748 26	27,367 91	1,086 83	.....	43,204 00
February, 1874.....	11,938 52	26,766 71	1,040 27	.....	39,745 50
March, 1874.....	15,222 72	36,842 29	1,100 32	.....	53,165 33
April, 1874.....	14,803 24	29,938 36	980 91	.....	45,722 51
May, 1874.....	15,883 54	31,684 21	958 04	.....	48,525 79
June, 1874.....	16,610 43	30,053 80	1,092 40	.....	47,756 63
July, 1874.....	21,608 02	26,439 44	1,008 95	.....	49,056 41
August, 1874.....	26,766 38	28,566 19	1,192 14	.....	56,524 71
September, 1874.....	20,887 55	34,253 42	1,344 60	.....	56,485 57
October, 1874.....	.....	.....	.....	16,590 94	16,590 94
Total.....	203,876 47	369,495 40	13,347 24	16,590 94	603,310 05

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$59,709 84
Maintaining the road, &c.—repairs of machinery and operating the road.....	274,260 87
Dividends.....	139,955 50
Interest.....	26,548 00
Surplus fund.....	15,050 10
Municipal taxes, (included in statement of expenses,)....	2,461 47
State taxes.....	11,143 24
Total.....	529,129 02
Total amount of surplus fund.....	276,342 21

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 $\frac{4.6}{100}$
Cost per ton freight per mile, proximate average.....	1 $\frac{6.2}{100}$

What express companies run on your road, and on what terms? Adams express company, at a cost of \$7,047 24 for fiscal year.

What transportation companies run on your road, and on what terms? Baltimore fast freight line at regular tariff rates.

ACCIDENTS.

Employees	Injured. <u>2</u>
-----------------	----------------------

July 6, 1874. George Mell, brakeman, injured while shifting cars in Bridgeport yard, was caught between bumpers of cars and considerably bruised; recovered and is on duty.

September 11, 1874. Jno. Shaffer, engineer of special excursion train, while reversing engine to avoid collision with wagon crossing the track on Waynesboro' road near Chambersburg, was struck by reverse lever of engine flying back, and somewhat injured; recovered and is on duty.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas B. Kennedy.....	Chambersburg, Pa.
Frederick Watts.....	Carlisle, Pa.
Thomas A. Biddle.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
D. O. Gehr.....	Chambersburg, Pa.
John Stewart.....	Chambersburg, Pa.
Thomas B. Kennedy, President.....	Chambersburg, Pa.
E. M. Biddle, Secretary.....	Chambersburg, Pa.

DANVILLE, HAZLETON AND WILKESBARRE.

STATE OF PENNSYLVANIA, }
 Northumberland County, } ss:

Personally appeared S. P. Case, president, and S. P. Wolverton, treasurer, of the Danville, Hazleton and Wilkesbarre railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

S. P. KASE, *President*

S. P. WOLVERTON, *Treasurer*.

Sworn and subscribed before me, this }
 8th day of March, 1875. }

THOS. M. PURSEL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock issued, (\$129,950 00, in litigation,).....	685,450 00
Amount paid in as by last report, (including \$128,735 00, in litigation,).....	684,235 00
Total amount now paid in of capital stock.....	684,235 00
Funded debt as per last report	1,400,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1887,)	\$1,400,000 00
2d mortgage bonds, (date of maturity, October 1, 1885,) \$47,000 00 of which have been negotiated.....	300,000 00
	<hr/> 1,447,000 00
Floating debt as per last report, about.....	118,00 00
The amount now of floating debt: No settlement having been made with the lessee cannot state amount of floating debt.	
Total amount now of floating and funded debt.....	1,447,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	13,709
Par value of each share.....	\$50 00
Average market value during the year: None in market.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, estimated.....	\$1,072,350 00	\$1,072,350 00
Equipment, estimated.....	30,250 00	30,250 00
Total estimated.....	<u>1,102,600 00</u>	<u>1,102,600 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Tomhicken,	45 miles.
Length of main line of road laid.....	45 "
Length of main line of road laid in Pennsylvania..	45 "
Length of double track of road.....	None.
Length of sidings, about.....	6 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track	56 pounds.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of first class passenger cars, (average cost of each, \$5,000,).....	2
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$3,000,)	1
Number of freight cars: Trucks, (average cost of each, \$650 00,).....	7
Number of coal cars, (average cost of each, \$140,).....	10
Balance of the cars and rolling stock furnished by Pennsylvania railroad company lessees.	
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 480,)....	2
Number of culverts, (total length in feet, 100,)	3
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 18; freight, 4; total.....	22
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road-way, estimated.....	\$350,000
Number of tunnels.....	None.
How is track laid, and on what foundation? On stone, earth and gravel.	
Length in miles laid with steel rail.....	<u>½</u>

The Danville, Hazleton and Wilkesbarre railroad was leased to the Pennsylvania railroad company for 33 years, from March 1, 1872, and all the operations are included in the report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. P. Wolverton.....	Sunbury, Pa.
Hon. I. S. Monroe	Catawissa, Pa.
Dr. H. W. M'Reynolds.....	Buckhorn, Pa.
William Kinsey.....	Bristol, Pa.
John W. Locke.....	Norristown, Pa.
Benjamin Hendricks.....	Sunbury, Pa.
M. W. Kase.....	Danville, Pa.
S. P. Kase, President.....	Danville, Pa.
M. W. Kase, Secretary.....	Danville, Pa.
S. P. Wolverton, Treasurer.....	Sunbury, Pa.

DELAWARE AND HUDSON CANAL.

STATE OF NEW YORK, }
New York County, } ss :

Personally appeared Thomas Dickson, president, and James C. Hartt, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

THOMAS DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

JOHN A. PATTISON,

Commissioner for the State of Pennsylvania.

STOCK AND DEBT.

These items are embraced under canal report.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,503,970 73	\$3,521,965 79
Equipment	1,072,155 00	1,222,805 00
Total cost.....	<u>4,576,125 73</u>	<u>4,744,770 79</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, between Scranton and Honesdale	45 miles.
Length of main line of road laid..	45 "
Length of main line of road laid in Pennsylvania.....	45 "
Length of double track of road.....	32 "
Length of sidings.....	33 "
Gauge of road: 4 feet 3 inches; 4 feet 8½ inches; and 6 feet.	
Weight of rail per yard on main track.....	45 to 56 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company, viz: Northern coal and iron company's railroad.....	25½ miles.
Number of engine houses and shops: 3 engine houses and 3 shops.	
Number of engines: 22 locomotives and 30 stationary engines.	
Number of first class passenger cars, (average cost of each, \$4,500,).....	6
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$3,000),.....	3
Number of freight cars: House cars, (average cost of each, \$400,) 30; trucks, (average cost of each, \$300,) 119; total	149
Number of coal, gravel and stone cars: Coal, 4,075; gravel, 65; stone, 17; (average cost of each, \$225;) total	4,157
Number of caboose cars, (average cost of each, \$500,)....	8
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,240,)..	19
Number of culverts, (total length in feet, 346,).....	3
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 2; passenger and freight, 7; freight, 4; total.....	13
Number of coal and water stations on main road.....	3 coal, 5 water.
Value of real estate held by the company, exclusive of road way	\$144,111 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Earth, gravel, cinder and culm.	
Length in miles laid with steel rail.....	53 miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	36,170
Number of miles run by freight trains.....	31,939
Number of miles run by coal trains: Unknown—cars are run up inclined planes, and not in trains.	
Number of through passengers for the year on main road..	35,611
Number of passengers (all classes) carried in cars.....	129,150
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,801,912
Number of passengers carried one mile.....	1,306,932
Number of tons of freight carried one mile.....	72,833,448
Number of passengers carried one mile in the State of Pennsylvania	1,306,932
Number of tons of freight carried one mile in the State of Pennsylvania	72,833,448
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,551,084
Average rate of speed adopted by ordinary passenger trains, including stops, (miles, per hour,).....	18
Average rate of speed adopted by express trains, including stops.....	25 miles.
Average rate of speed adopted by freight trains, including stops	12 “
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	23 to 34 “

Monthly statement of passengers (all classes) carried in cars:

January, 1874	12,391	July, 1874.....	18,056
February, 1874.....	10,488	August, 1874.....	15,231
March, 1874.....	13,326	September, 1874.....	14,131
April, 1874.....	12,802	October, 1874	15,551
May, 1874.....	13,175	November, 1874.....	12,017
June, 1874.....	13,563	December, 1874.....	14,030

The amount of freight specifying the quantity in tons:

Anthracite coal	2,503,259	Merchandise, manufactures and other articles.....	47,825
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The rate of fare for passengers charged for the respective classes per mile as follows:

For first-class through passengers.....	3½ cents.
For first-class way passengers.....	4 “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight per ton per mile.....	3 cents.
For through coal per ton per mile	2 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings....	\$234,681 85
Taxes on real estate : Embraced in canal report.	

Repairs of machinery :

Repairs of engines and tenders and wire ropes.	\$127,806 64
Repairs of passenger, baggage, freight and coal cars.	93,580 72
Total	221,387 36

Operating the road :

Office expenses, stationery, &c., agents and clerks, labor— loading and unloading freight, porters, watchmen, switch tenders, car cleaning and inspecting, furniture, fixtures, wood and water station attendance, conductors, baggage masters, brakemen, engineers and firemen.....	\$288,290 93
Fuel, and cost of preparing for use.....	51,114 50
Oil and waste for engines and tenders, passenger, baggage, freight and coal cars.....	11,576 90
Loss and damage of goods and baggage : No separate ac- count.	
Tolls over other roads.....	21,798 75
Use of freight cars	11,548 67
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road : No separate account.	
Total	384,329 75

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1874.....	\$4,890 12	\$3,830 02	\$393 17	\$913 31
February, 1874.....	4,118 06	3,893 31	96 76	9,108 13
March, 1874.....	4,842 05	4,903 86	93 72	9,839 63
April, 1874.....	4,634 86	5,129 93	404 69	10,194 48
May, 1874.....	4,779 48	6,229 07	105 93	11,114 48
June, 1874	4,968 82	5,037 15	120 12	10,126 09
July, 1874.....	6,491 80	3,451 57	421 48	10,664 85
August, 1874.....	5,711 36	4,734 76	133 15	10,579 27
September, 1874.....	5,180 80	4,528 56	159 24	9,868 60
October, 1874.....	5,564 79	6,116 47	421 87	12,598 13
November, 1874.....	4,418 21	4,638 40	102 00	9,158 61
December, 1874.....	5,030 41	4,568 04	405 46	10,003 91
Total.....	60,630 76	57,061 14	2,857 59	120,549 49

SUMMARY OF PAYMENTS.

Embraced under canal report.

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average.....	2 $\frac{2}{10}$ cents.
Cost per ton freight per mile, proximate average : Merchandise, 2 cents; coal, 1 $\frac{1}{2}$ cents.	

What express companies run on your road, and on what terms? Central express company, and Delaware, Lackawanna and Western express company; one and a half first class, and \$25 per month for messengers, at 1 cent per ton a mile for freight, and 1 $\frac{1}{2}$ cents a mile for passengers.

What transportation companies run on your road, and on what terms? Central railroad company of New Jersey, on the Baltimore Coal and Union railroad.

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	1
Employees.....	4	7
Others	11	4
	—	—
Total.....	15	12

1874.

January 26. Henry Sisum, run over and instantly killed by coal cars, at Honesdale.

February 18. John Smith, a boy, not an employee, fell off and under the cars while going up No. 1 plane, Carbondale; arm badly crushed and had to be amputated.

March 17. Thomas Gallagher, had leg taken off by passenger train at Peckville; getting on train while in motion; he was drunk.

March 21. Thomas Medland, intoxicated and got foot under wheel of coal car, near Carbondale; foot badly crushed.

March 31. Charles Gilby, had leg crushed on No. 5 plane, near Carbondale, from effects of which he died the same night.

February 4. Uriah Robbins, a brakeman, run over by coal train at Spring Brook; leg and arm badly crushed, from the effects of which he died February 6.

April 27. Mrs. Pidgeon, run over and killed by coal train on Gravity road, at Archbald.

May 7. Michael Dooley, a brakeman, run over by coal train at foot of G plane, near Olyphant, and fatally injured; died May 15.

May 7. Mrs. Myers, an old lady, very deaf, run over and killed by coal train a short distance below Scranton.

May 13. Jacob Fisher, a farm laborer, walking along track, near Selvyville, and was run over and killed.

June 1. Thomas Harner, a car repairer, caught between cars at Erie pockets, Carbondale, and leg badly broken.

June 3. Mrs. Thomas Dixon, run over by coal train on Gravity road, near Olyphant, and both legs badly crushed, from the effects of which she died June 10.

June 17. E. Haveling, a man 84 years old, run over and killed by through freight train, at Peckville.

June 24. James Tighe, 12 years old, run over and fatally injured at Archbald by freight train; lived about a week.

July 17. Thomas Smith, walking along track at transfer schutes, Carbondale, in a state of intoxication, was knocked down by a train and foot cut off.

July 29. Horatio Whiting, riding into foot No. 14 plane, was knocked off by cars, and was dragged until engine could be stopped; he was instantly killed.

August 5. Robert Barclay, a rope rigger, knocked off a coal train by a bridge, and fell with wrist under the wheels, which was so crushed as to require amputation.

August 25. A child of Samuel Leis, 2 or 3 years old, was run over by coal train on Valley road, near Carbondale, and killed.

August 28. George Hall, riding home to Pompton, on coal cars, got foot between bumpers at Carbondale; three toes had to be amputated.

October 6. Lawrence Ferrel, a boy, run over on Union Light plane, Honesdale; one leg broken in two places and other badly cut.

October 10. Melvin Callender, a track laborer, fell through a bridge near Peckville, breaking his shoulder.

October 10. Anthony Martin, run over and instantly killed.

October 17. Augustus Burdock, boy, 12 years old, found dead on track on the summit between Waymart and Carbondale, supposed to have fell off the train and under the cars.

October 22. C. Samson, pulley oiler, got foot under wheel on Gravity road, near Archbald, and broke his ankle.

November 14. Henry M'Nulty, found on track at Lackawanna bridge, Valley road, Carbondale, November 15; supposed to have been foully dealt with and thrown on track.

December 8. Paul Cooper, getting on trip of cars starting up No. 14 plane; had leg run over and badly crushed; he was intoxicated.

December 29. George Kelley, brakeman on Valley freight train, fell from top of freight car to the ground while train was in motion; arm very badly crushed.

NAMES AND RESIDENCE OF OFFICERS.

Same as in canal report.

DELAWARE, LACKAWANNA AND WESTERN.

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared before me, a commissioner for the State of Pennsylvania, Samuel Sloan, president, and A. J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

SAMUEL SLOAN, *President.*

A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }
25th day of January, 1875. }

FRED. F. CHAMBERS,

Commissioner for the State of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law : Not to exceed amount expended for construction.

Amount of stock subscribed.....	\$23,500 000 00
Amount paid in as by last report.....	23,500,000 00
Total amount now paid in of capital stock.....	23,500,000 00
Funded debt as per last report.....	6,872,200 00

The amount now of funded debt, (classified and date of maturity,) as follows:

1st mortgage bonds, (date of maturity, April 1, 1875,).....	\$1,111,000 00
2d mortgage bonds, (date of maturity, March 1, 1881,).....	1,633,000 00
Convertible bonds, (date of maturity, June 1, 1892,).....	2,893,000 00
L. and B. 1st mortgage bonds, (date of maturity, July 1, 1875,).....	491,000 00

L. and B. 1st mortgage extension bonds, (date of maturity, March 1, 1885,)..	\$398,900 00	
L. and B. 2d mortgage bonds, (date of maturity, April 15, 1880,).....	417,300 00	
L. and B. 2d mortgage bonds, (date of maturity, May 15, 1890,).....	7,000 00	
	<hr/>	\$6,951,200 00
Floating debt as per last report.....		960,122 75
The amount now of floating debt, as follows :		
Payable on demand, December 3, 1874, (vouchers,).....	\$1,511,034 56	
Taxes due and payable in January, 1875,	317,059 69	
Interest due and payable after January 1, 1875.....	1,061,863 32	
Items payable hereafter, but not soon..	318,098 26	
	<hr/>	3,208,055 83
Less assets available to reduce above items	2,481,216 84	
	<hr/>	726,838 99
Total amount now of floating and funded debt.....		7,678,038 99
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends :		
Cash, January 20, 1874, 5 per cent.; April 20, 1874, 2½ per cent.; July 20, 1874, 2½ per cent.; October 20, 1874, 2½ per cent.		
Number of shares of stock issued.....		470,000
Par value of each share.....		\$50 00
Average market value during the year.....		105½ per cent.
Amount paid in on each share.....		\$50 00
Amount of capital on which the respective dividends were declared : January and April, \$22,732,400 ; July, \$22,- 732,500 ; October, \$22,847,500.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including coal lands and other real estate, with the improve- ments thereon, which were not hereto- fore included.....	\$15,541,031 40	\$21,844,709 40
Equipment.....	5,680,322 72	5,744,012 83
Total cost.....	<hr/> 21,221,354 12	<hr/> 27,588,722 23

CHARACTERISTICS OF ROAD.

Length of main line of road, from Delaware river to New York State line.....	115 miles.
Length of main line of road laid.....	115 "
Length of main line of road laid in Pennsylvania.....	115 "
Length of double track of road.....	99 "
Length of sidings.....	20 "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	60 and 65 lbs.
Branch roads owned by the company and their length, viz : Bloomsburg division, (formerly the Lackawanna and Bloomsburg railroad,).....	80 miles.
Roads worked or leased by the company : None in the State.	
Number of engine houses and shops.....	11
Number of engines.....	152
Number of first class passenger cars, (average cost of each, \$4,500,).....	24
Number of second class passenger cars, (average cost of each, \$3,500,).....	7
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	15
Number of freight cars : House cars, (average cost of each, \$650,) 418 ; trucks, (average cost of each, \$500,) 702 ; total.....	1,120
Number of coal and stone cars : Coal, 12,469 ; lime or stone, 24 ; (average cost of each, \$200 ;) total.....	12,493
Number of caboose cars, (average cost of each, \$500,)....	76
Number of iron bridges, (total length in feet, 1,504,).....	4
Number of wooden bridges, (total length in feet, 1,583,)..	15
Number of stone bridges, (total length in feet, 280,).....	5
Number of culverts, (total length in feet, 1,690,).....	127
Number of railroads crossed.....	5
Number of stations on main road : Passenger and freight..	51
Number of wood and water stations on main road.....	42
*Value of real estate held by the company exclusive of road- way. Impossible to say accurately.	
Number of tunnels, (length of each, 2,280, 560 and 700 feet,)	3
How is the track laid and on what foundation ? Gravel, stone and ballast.	
Length in miles laid with steel rail.....	140

*In report for 1873. Value estimated at \$10,000, exclusive of that actually occupied by road-bed, shops, depots and coal lands,

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	263,777
Number of miles run by freight trains.....	406,134
Number of miles run by coal trains.....	2,287,129
Number of through passengers for the year on main road..	9,577
Number of passengers (all classes) carried in cars.....	637,575
Number of tons of 2,000 lbs. of through freight for the year on main road.....	55,891
Number of passengers carried one mile.....	13,363,093
Number of tons of freight carried one mile.....	6,427,730
Number of passengers carried one mile in the State of Penn- sylvania.....	12,148,267
Number of tons of freight carried one mile in the State of Pennsylvania.....	211,741,634
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	3,653,763
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	25
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	68,000 pounds.
Weight of freight engines.....	80,000 "

Monthly statement of passengers (all classes) carried in cars.

January, 1874.....	49,760	July, 1874.....	66,569
February, 1874.....	34,153	August, 1874.....	69,332
March, 1874.....	46,563	September, 1874.....	60,908
April, 1874.....	51,825	October, 1874.....	58,516
May, 1874.....	47,744	November, 1874.....	49,803
June, 1874.....	49,975	December, 1874.....	52,427

The amount of freight, specifying the quantity in tons:

Anthracite coal	3,112,221	Stone and lime.....	60,757
Bituminous coal.....	8,073	Agricultural products.....	73,047
Petroleum and other oils.....	2,454	Merchandise and manufactures..	90,934
Pig iron.....	28,371	Live stock.....	7,937
Railroad iron.....	48,172	Lumber.....	130,941
Other iron or castings.....	16,083	Other articles	10,892
Iron and other ores.....	63,881		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "

The rate per ton of (2,000 pounds) per mile charged for freight:

For through freight, per ton per mile.....	2 $\frac{17}{100}$ cents.
For through coal, per ton per mile.....	1 $\frac{78}{100}$ "
For local freight, per ton per mile.....	3 $\frac{15}{100}$ "
For local coal, per ton per mile.....	2 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$596, 219 65	\$149, 054 91	\$447, 104 74
Taxes on real estate.....	23, 726 12	7, 908 70	15, 817 42
Total	619, 945 77	156, 963 61	462, 982 16
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$223, 742 91	\$28, 708 72	\$195, 034 19
Repairs of passenger and baggage cars.....	35, 228 23	35, 228 23	.....
Repairs of freight cars.....	377, 009 33	.....	377, 009 33
Repairs of tools and machinery in shops.....	12, 186 84	4, 062 28	8, 124 56
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	15, 557 35	5, 185 78	10, 371 57
Total	663, 724 66	73, 185 01	590, 539 65
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$10, 694 99	\$3, 564 99	\$7, 130 00
Agents and clerks.....	69, 100 11	23, 032 50	46, 067 61
Labor—loading and unloading freight.....	24, 911 80	8, 362 17	16, 609 63
Porters, watchmen and switch tenders.....	24, 347 96	7, 980 60	16, 367 36
Car cleaning and inspecting, furniture and fixtures.....	3, 846 50	1, 923 25	1, 923 25
Wood and water station attendance.....	8, 624 78	2, 874 92	5, 749 86
Conductors, baggage-masters and brakemen.....	178, 000 35	16, 700 22	161, 300 13
Engineers and firemen.....	183, 089 78	24, 485 42	158, 604 36
Fuel and cost of preparing for use.....	211, 258 57	52, 814 76	158, 443 81
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	71, 872 21	7, 659 56	64, 212 65
Telegraph, mail and station expenses.....	2, 834 76	1, 417 38	1, 417 38
Loss and damage of goods and baggage.....	2, 243 15	1, 121 57	1, 121 58
Use of freight cars.....	21, 828 86	.....	21, 828 86
Shoveling snow.....	1, 900 10	950 16	949 94
Damage for injury of persons.....	1, 569 27	784 63	784 64
Damage to property, including damage by fire and cattle killed on road.....	974 10	487 05	487 05
General superintendence.....	8, 471 63	2, 823 88	5, 647 75
Contingencies	17, 579 05	8, 789 90	8, 789 15
Total.....	843, 147 97	165, 712 96	677, 435 01

Receipts on construction and equipment account during the year :

From stockholders and other sources.....	Nothing.
From sale of bonds	<u>\$251,782 50</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars	Miscellaneous.	Total.
January, 1874...	\$26,874 57	\$320,972 59	\$3,646 50	\$13,271 49	\$455 04	\$365,220 19
February, 1874..	22,220 57	296,211 74	3,646 50	12,662 25	184 29	334,925 35
March, 1874.....	31,553 69	362,183 13	3,646 50	16,467 51	760 64	414,611 47
April, 1874.....	32,815 20	447,402 32	3,646 50	28,442 82	473 78	512,780 62
May, 1874.....	31,085 83	510,570 51	3,646 50	27,373 16	502 97	573,178 97
June, 1874.....	32,932 65	457,174 56	3,646 50	27,820 37	481 13	522,055 21
July, 1874.....	43,703 68	263,175 02	3,646 50	17,640 32	454 47	328,619 99
August, 1874....	45,798 27	295,536 24	3,646 50	18,948 11	483 22	364,412 34
September, 1874,	41,911 22	401,832 57	3,646 50	23,273 31	489 98	471,153 58
October, 1874...	38,595 20	461,735 69	3,646 50	27,855 87	481 23	532,314 49
November, 1874,	29,551 44	406,533 68	3,646 50	23,997 06	497 97	464,226 65
December, 1874,	29,551 44	406,533 68	3,646 50	23,997 06	497 97	464,226 65
Total	406,593 76	4,629,861 73	43,758 00	261,749 33	5,762 69	5,347,725 51

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$406,733 20
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,126,818 40
For dividends.....	2,937,500 00
For interest on bonded debt	559,787 37
For miscellaneous and surplus fund.....	None.
For municipal taxes: Included in maintenance of real estate, etc.	
State taxes	70,240 53
United States taxes.....	99,685 24
Total.....	<u>6,200,764 74</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.76 $\frac{1}{2}$
Cost per ton freight per mile, proximate average.....	<u>1.51$\frac{3}{4}$</u>

What express companies run on your road, and on what terms? The Delaware, Lackawanna and Western express company, at \$35,880 per annum.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Employees	5	7
Killed	11	..
Total	<u>16</u>	<u>7</u>

1874.

January 21. John Connell, foreman at mines, walking on the track, was run over and killed.

January 22. John Hern, brakeman, falling from car while in motion, was seriously injured.

February 6. Mrs. Clancy, aged 70 years, walking on Keyser Valley mine track, was run over and killed; supposed to be *non compos mentis*.

February 7. Jacob Beagle, brakeman, had one hand badly crushed while coupling cars at Nanticoke.

February 9. Potter B. Werner, while walking on the track, was struck and fatally injured by a train.

February 10. John H. Kennedy, brakeman on coal train, had his foot crushed while disconnecting engine from train, near Paradise.

March 6. Michael Mulligan, brakeman on switch train, at Kingston, in falling caught his foot in a frog, and was run over; seriously injured.

March 10. James Coffman, brakeman on coal train, fell off and under his train while in motion; had his leg taken off; died soon after.

March 11. ———, a boy, while walking on the track near Bellevue, was run over by engine and fatally injured.

March 16. John Bonno, brakeman on freight train, was struck by bridge near Clark's Summit, knocked off and under the train; instantly killed.

March 17. John Gwynn, walking on the track near Plymouth, was struck and fatally injured by train No. 6.

March 20. Edwin Purdy, engineer, in the act of examining hot tank box, while train was in motion, near Catawissa, was struck by a post, knocked off his engine and seriously injured.

March 26. ——— Linker, a boy, supposed to have been stealing a ride, and falling under the train, had his right leg taken off, resulting in his death a few days after.

April 15. H. M. Conover, brakeman, running ahead of engine, near Shickshinny, and falling, was run over and instantly killed.

April 29. James Oxrider, aged 80 years, stepping from one track to avoid an approaching train, was struck and instantly killed by another train coming from the opposite direction.

April 30. Frank Shoemaker, brakeman on coal train, walking over the cars, near Oakland, and falling between two of them, was run over by five of them and killed.

June 18. James M'Andrews, brakeman of coal train, walking around on the engine while in motion, was struck by a bridge and thrown to the track; severely injured.

July 21. Joseph Goodman, lying on the track near Plymouth, supposed to have been intoxicated, was run over by a train and killed.

October 5. Edward O. Kell, aged 15 years, subject to fits, while walking on the track near Seranton, was run over and killed, while under the influence of the above.

November 14. John Martin, brakeman on mine train, in the act of coupling ears at National switch, had his arm crushed; amputated.

October 10. William Williamson, walking on the track near Avondale, was struck by a train and killed.

November 20. Mathew Fogerty, aged 7 years, in attempting to jump on engine at Kingston, and falling under, had both of his legs crushed, resulting in his death next day.

December 5. An unknown man, in attempting to cross the track near Maltby, was struck by a train and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Dodge.....	New York city.
Moses Taylor	New York city.
George Bulkley	Southport, Conn.
John J. Blair.....	Blairstown, N. J.
Rufus R. Graves	New York city.
Simeon B. Chittenden	New York city.
John Brisbin.....	New York city.
George Bliss	New York city.
Percy R. Pyne	New York city.
William Walter Phelps.....	New York city.
James Blair.....	Seranton, Pa.
Wilson G. Hunt.....	New York city.
Henry A. Kent	New York city.
A. L. Dennis.....	New York city.
Samuel Sloan, President.....	No. 26 Exchange Place, N. Y.
Fred. F. Chambers, Secretary.....	No. 26 Exchange Place, N. Y.
Andrew J. Odell, Treasurer.....	No. 26 Exchange Place, N. Y.

DILLSBURG AND MECHANICSBURG.

STATE OF PENNSYLVANIA, } ss:
Cumberland County, }

Personally appeared, Frederiek Watts, president, and Edward M. Biddle, treasurer, of the Dillsburg and Mechanicsburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1874 are true, to the best of their knowledge and belief.

(Signed)

FREDERICK WATTS, *President.*

EDWARD M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, A. D. 1875. }

JAMES M. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$350,000 00
Amount of stock subscribed.....	63,000 00
Amount paid in as by last report.....	30,803 23
Total amount now paid in of capital stock.....	31,603 23
Funded debt as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Aug. 1, 1895.....	100,000 00
Floating debt as per last report.....	39,032 92
The amount now of floating debt.....	38,816 66
Total amount now of floating and funded debt.....	138,816 66
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
No dividends declared.	
Par value of each share.....	\$50 00
Average market value during the year: No known sales.	

COST OF ROAD AND EQUIPMENT.

	By last report	By present report.
Construction.....	\$170,056 94	\$177,429 16

This company has no equipment of its own.

CHARACTERISTICS OF ROAD.

Length of main line of road, from a point near Mechanicsburg to Dillsburg.....	8 miles.
Length of main line of road laid.....	8 "
Length of main line of road laid in Pennsylvania.....	8 "
Length of sidings.....	3,484 feet.
Gauge of road.....	4 feet 7 in.
Weight of rail per yard on main track.....	56 pounds.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 239,) ...	6
Number of culverts, (total length in feet, 192,).....	4
Number of railroads crossed: The Harrisburg and Potomac railroad is located across this road.	
Number of stations on main road: Passenger and freight..	2
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road-way.....	\$3,100 00

Number of tunnels.....	None.
How is track laid, and on what foundation? On cross-ties and stone ballast.	
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
October, 1873.....	\$190 85	1,037 61
November, 1873.....	162 92	936 83
December, 1873.....	167 57	674 47	.....
January, 1874.....	165 25	642 48	.....
February 1874.....	132 66	647 50	.....
March, 1874.....	167 57	611 11	.....
April, 1874.....	165 25	813 11	.....
May, 1874.....	479 21	1,288 99	.....
June, 1874.....	990 85	1,179 12	.....
July, 1874.....	1,044 88	900 69	.....
August, 1874.....	1,121 19	831 45	.....
September, 1874.....	539 73	1,223 14	.....
Total.....	5,327 43	10,786 50	\$16,113 93

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing
Maintaining the road, &c.—repairs of machinery and opera- ting the road.....	\$9,888 42
Dividends, interest, miscellaneous, surplus fund, municipi- pal and State taxes.....	None

The Dillsburg and Mechanicsburg railroad is leased to the Cumberland Valley railroad company and is operated by it as a branch road, and the returns are included in its report. This lease bears date 22d February, 1873, and is for the term of ninety-nine years:

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Frederick Watts.....	Carlisle, Pa.
E. M. Biddle.....	Carlisle, Pa.
Henry G. Moser.....	Mechanicsburg, Pa.
Thomas B. Bryson.....	Mechanicsburg, Pa.
Dr. George L. Shearer.....	Dillsburg, Pa.
Christian Bender.....	Dillsburg, Pa.
Henry M'Cormick.....	Harrisburg, Pa.
Frederick Watts, President.....	Carlisle, Pa.
E. M. Biddle, Secretary.....	Carlisle, Pa.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG.

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared before me, Edwin D. Worcester, president of the Dunkirk, Allegheny Valley and Pittsburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of his knowledge and belief.

(Signed) E. D. WORCESTER, *President.*

Sworn and subscribed before me, this }
 28th day of December, 1874. }

CHARLES NETTLETON,

Commissioner for Penn'a in N Y.

The reasurer of the company is absent, and will be for some weeks.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,300,000 00
Amount of stock subscribed.....	1,300,000 00
Amount paid in as by last report.....	1,300,000 00
Total amount now paid in of capital stock.....	1,300,000 00
Funded debt as per last report.....	3,200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1900,)	\$2,000,000 00
2d mortgage bonds, (date of maturity, October 1, 1900,).....	1,000,000 00
3d mortgage bonds, (date of maturity, October 1, 1900,).....	200,000 00
	<hr/>
	\$3,200,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	226,645 15
Total amount now of floating and funded debt.....	3,246,645 15
Rate per cent. per annum of interest on funded debt: 1st mortgage, gold, 7 per cent.; 2d mortgage, currency, 7 per cent.; 3d mortgage, currency, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	13,000
Par value of each share.....	\$100 00
Average market value during the year: No market value,	
Amount paid in on each share.....	100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$4,500,000 00	\$4,782,843 73

The road of this company is leased to and operated by the New York Central and Hudson River railroad company. Separate accounts are, however, kept, and from them this report is made.

CHARACTERISTICS OF ROAD.

Length of main line of road from Dunkirk, N. Y., to Oil City, Pa.....	106.5 miles.
Length of main line of road laid.....	90.6 "
Length of main line of road laid in Pennsylvania.....	48.2 "
Length of double track of road.....	None.
Length of sidings.....	9 miles
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	12
Number of first class passenger cars, (average cost of each, \$5,000,).....	6
Number of second class passenger cars, (average cost of each, \$3,000,).....	2
Number of hermaphrodite cars, (average cost of each, \$3,000).....	2
Number of baggage mail and express cars, (average cost of each, \$2,500,).....	2
Number of freight cars: House cars, (average cost of each, \$675,) 33; trucks, (average cost of each, \$590,) 55; total.....	88
Number of coal, ore, stone and caboose cars.....	None.
Number of iron bridges, (total length in feet, 138,).....	1
Number of wooden bridges, (total length in feet, 1,310,).....	19
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 467,).....	62
Number of railroads crossed.....	2
Number of stations on main road: Passenger and freight,.....	18
Number of wood and water stations on main road.....	9
Value of real estate held by the company exclusive of road-way.....	\$50,000 00
Number of tunnels, and length in miles laid with steel rail,.....	None.
How is the track laid, and on what foundation? 9 feet ties and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	128,287
Number of miles run by freight and coal trains.....	225,527
Number of through passengers for the year on main road..	6,736
Number of passengers (all classes) carried in cars.....	134,721
Number of tons of 2,000 lbs. of through freight for the year on main road.....	230,127
Number of passengers carried one mile.....	2,893,263
Number of tons of freight carried one mile.....	16,326,584
Number of passengers carried one mile in the State of Penn- sylvania.....	1,244,103
Number of tons of freight carried one mile in the State of Pennsylvania.....	5,717,351
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	269,794
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	32 "

Monthly statement of passengers (all classes) carried in cars:

October, 1873.....	240,588	April, 1874.....	248,064
November, 1873.....	201,395	May, 1874.....	265,216
December, 1873.....	202,788	June, 1874.....	260,280
January, 1874.....	178,526	July, 1874.....	288,000
February, 1874.....	176,580	August, 1874.....	302,501
March, 1874.....	254,325	September, 1874.....	275,000

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	2,860	Agricultural products.....	13,808
Bituminous coal.....	81,098	Merchandise and manufactures...	4,985
Petroleum and other oils.....	141,122	Live stock.....	563
Pig iron.....	29	Lumber.....	18,677
Railroad iron.....	13	Other articles.....	5,369
Other iron or castings.....	710		
Stone and lime.....	560	Total.....	269,794

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through and way passengers.....	3 cents.
For second class through and way passengers.....	3 "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight per ton per mile.....	2 cents.
For through coal per ton per mile.....	1 $\frac{1}{10}$ "
For local freight per ton per mile.....	3 "
For local coal per ton per mile.....	1 $\frac{1}{2}$ "

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$108,631 64	\$39,019 01	\$69,612 63
Taxes on real estate.....	7,697 88	3,093 87	4,604 01
Total.....	116,329 52	42,112 88	74,216 64
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$12,962 43	\$4,655 24	\$8,307 19
Repairs of passenger and baggage cars.....	5,205 97	5,205 97	.....
Repairs of freight cars.....	10,241 62	.....	10,241 62
Repairs of tools and machinery in shops.....	251 12	99 85	151 27
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,861 67	960 55	1,901 12
Total.....	31,522 81	10,921 61	20,601 20
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$4,820 64	\$1,963 49	\$2,857 15
Agents and clerks.....	23,995 26	7,837 33	16,157 93
Porters, watchmen and switch tenders.....	2,316 47	817 91	1,498 56
Conductors, baggage masters and brakemen.....	32,429 23	8,693 05	23,736 18
Engineers and firemen.....	23,331 03	7,136 62	16,194 41
Fuel, and cost of preparing for use.....	25,631 84	7,411 97	18,219 87
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,292 81	1,411 95	2,880 86
Telegraph, mail and station expenses.....	693 88	237 55	456 33
Loss and damage of goods and baggage.....	487 75	.....	487 75
Use of freight and passenger cars.....	9,522 86	73 60	9,449 26
Legal expenses.....	3,061 69	1,238 52	1,823 17
Damage for injury of persons.....	264 30	.....	264 30
Damage to property, including damage by fire and cattle killed on road.....	1,694 10	1,056 97	637 13
General superintendence.....	7,283 33	2,905 33	4,378 00
Contingencies.....	394 21	174 75	219 46
Total.....	140,219 40	40,959 04	99,260 37

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds.....	Nothing.
Other sources	\$226,645 16

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
October, 1873.....	\$6,683 00	\$22,288 01	\$569 76	\$298 18	.....	\$29,838 95
November, 1873....	5,594 32	18,527 03	564 96	207 61	.....	24,893 92
December, 1873	5,633 43	16,249 84	529 37	117 13	.....	22,529 77
January, 1874	4,957 40	15,100 06	484 97	133 45	.....	20,675 88
February, 1874.....	4,905 36	13,740 53	472 51	147 27	\$15 50	19,281 17
March, 1874	7,120 16	12,700 05	486 20	100 86	92 12	20,499 39
April, 1874	6,894 58	25,383 95	525 68	61 40	45 00	32,910 61
May, 1874	6,256 09	29,006 10	552 57	86 84	.....	35,901 60
June, 1874.....	7,230 75	29,573 00	627 45	99 28	43 00	37,573 48
July, 1874.....	8,088 76	27,870 68	539 30	145 39	66 50	36,710 63
August, 1874.....	7,781 63	28,793 19	496 88	216 27	76 48	37,364 45
September, 1874....	8,002 66	31,438 88	548 75	227 29	60 00	40,277 58
Total.....	79,148 14	270,671 32	6,398 40	1,840 97	398 60	358,457 43

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$282,843 73
For maintaining the road, &c.—repairs of machinery and operating the road.....	288,071 73
For dividends, interest, miscellaneous, surplus fund, mu- nicipal and State taxes.....	None.
Total.....	570,915 46
Total amount of surplus fund	14,187 13

Cost of transportation :

Cost per passenger per mile, and per ton freight per mile, proximate average: Not known.

What express companies run on your road, and on what terms? American, who pay a stated sum per diem, and different rates per 100 pounds on excess, according to distance.

What transportation companies run on your road. None.

ACCIDENTS.

	Killed.
Employees	1
Others	1
Total.....	2

1873.

December 13. A. Short, a resident of Youngsville, Pa., while walking on the main track, was run over and killed, though the proper signals were repeatedly sounded; verdict of coroner's jury, accidental.

1874.

September 28. John E. Bearhuydt, brakeman on freight train, was killed at Ross' Mills, being struck by bridge; verdict of coroner's jury, accidental.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Cornelius Vanderbilt	New York city.
William H. Vanderbilt.....	New York city.
Augustus Schell.....	New York city.
James H. Banker.....	New York city.
Joseph Harker.....	New York city.
Henry R. Pierson	Albany, N. Y.
Edwin D. Worcester.....	Albany, N. Y.
J. Condit Smith.....	Buffalo, N. Y.
Rasselas Brown	Warren, Pa.
David H. Mitchell.....	Titusville, Pa.
Stephen M. Newton.....	Dunkirk, N. Y.
(Two vacancies.)	
Edwin D. Worcester, President.....	Albany, N. Y.
Wm. M. Lester, Auditor and Treas. for lessee.....	Fredonia, N. Y.
Joseph Harker, Secretary and Treasurer.....	New York city.
Darwin Thayer, Superintendent.....	Fredonia, N. Y.

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared John Cornog, president, and R. W. Morton, treasurer of the East Brandywine and Waynesburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed)

JOHN CORNOG, *President.*R. W. MORTON, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of January, 1875. }

WILLIAM MORTON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	149,000 00

RAILROAD REPORT.

147

Amount paid in as by last report.....	\$133,351 45
Total amount now paid in of capital stock.....	134,250 00
Funded debt as per last report.....	175,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, date of maturity, July	
1, 1885)	\$140,000 00
2d mortgage bonds, (date of maturity, Jan.	
1, 1873)	35,000 00
Extension bonds	72,100 00
	<hr/>
	247,100 00
Floating debt as per last report.....	2,000 00
The amount now of floating debt.....	2,000 00
Total amount now of floating and funded debt.....	249,100 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 8 per cent.; extension, 7 per cent.	
Date and rate per cent. per annum of dividend.....	None.
Number of shares of stock issued.....	2,685
Par value of each share.....	\$50 00
Average market value during the year	No value.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction	<u>\$360,351 45</u>	<u>\$391,250 00</u>

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Downingtown to New Holland.....	27½ miles.
Length of main line of road laid.....	17½ "
Length of main line of road laid in Pennsylvania.....	17½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard.....	56 pounds
Number of miles of road graded.....	24
Number of engine houses	1
Number of wooden bridges, (total length in feet, 192)....	6
Number of culverts, (total length in feet, 110).....	22
Number of railroads crossed.....	1
Number of stations on main road: Passenger and freight,	12
Number of wood and water stations on main road.....	2

Value of real estate held by the company exclusive of road-way	\$2,500 00
How is track laid, and on what foundation? Cross-ties and stone ballast.	
Length in miles laid with steel rail.....	None.

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania railroad company from November 2, 1871, for five years, and run by them as a branch. The returns will be embraced in the annual report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Kneass	Philadelphia.
J. M. M'Clure.....	Milford Mills.
J. S. Parker	Glen Moore.
W. D. Smith	Isabella.
William Morton	Honeybrook.
A. Graham.....	Honeybrook.
J. M'Clune	Philadelphia.
T. M. Storb.....	New Holland.
A. Diller	New Holland.
B. F. Kinzer	New Holland.
J. Stauffer.....	New Holland.
R. H. Brubaker	Lancaster.
John Cornog, President	Wallace.
Thomas Millard, Secretary.....	Loag.
R. W. Morton, Treasurer	Honeybrook.

EAST BROAD TOP.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Wm. A. Ingham, president, and Wm. Boyd Jacobs, treasurer, of the East Broad Top railroad and coal company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed.)

WM. A. INGHAM, *President.*

WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me this }
5th day of January, 1875. }

JOHN RODGERS, *N. P.*

STOCK AND DEBT.

Capital stock authorized by law	\$500,000 00
Amount of stock subscribed.....	489,900 00

RAILROAD REPORT.

149

Amount paid in as by last report.....	\$400,250 00
Amount now paid in of capital stock.....	409,000 00
Funded debt as per last report.....	188,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1903,)..	388,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	197,427 18
Total amount now of floating and funded debt.....	585,427 18
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued.....	8,139
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$507,124 49	\$867,421 05
Equipment.....	57,494 24	116,621 50
Total cost.....	564,618 73	984,042 55

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Union to Roberts- dale.....	30 miles.
Length of main line of road laid.....	30 "
Length of main line of road laid in Pennsylvania.....	30 "
Length of double track of road.....	None.
Length of sidings.....	4 $\frac{1}{10}$ miles.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	40, 45, 50 lbs.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	4
Number of engines	5
Number of first class passenger cars, (average cost of each, \$3,100,)	2
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$2,200).....	1

Number of freight cars : House cars, (average cost of each, \$500,) 9 ; trucks, (average cost of each, \$390,) 29 ; total.....	38
Number of coal, ore and stone cars : Coal, (average cost of each, \$375,) 76 ; ore, (average cost of each, \$250,) 30 ; stone, none ; total.....	106
Number of caboose cars, (average cost of each, \$450,)	2
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,371,) ..	17
Number of culverts.....	113
Number of railroads crossed.....	None.
Number of stations on main road, (passenger and freight combined,)	9
Number of wood and water stations on main road	6
Value of real estate held by the company exclusive of road-way	\$10,000 00
Number of tunnels, (length of each, 830 and 1,150 feet,)..	2
How is track laid, and on what foundation? On oak cross-ties and on broken ballast.	.
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, (run as mixed trains, freight and passenger,).....	15,398
Number of miles run by freight trains, (run as mixed trains, freight and passenger).....	13,156
Number of miles run by construction trains.....	17,340
Number of through passengers for the year on main road, whole length of road not opened till last month of year.	
Number of passengers (all classes) carried in cars.....	30,626
Number of tons of 2,000 lbs. of through freight for the year on main road, not opened through until November.	
Number of passengers carried one mile	279,388
Number of tons of freight carried one mile.....	109,978 $\frac{4,58}{2,000}$
Number of passengers carried one mile in the State of Pennsylvania.....	279,388
Number of tons of freight carried one mile in the State of Pennsylvania.....	109,978 $\frac{4,58}{2,000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,) ..	11,288 $\frac{7,31}{2,000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15

Average rate of speed adopted by express trains, including stops. No express trains.

Average rate of speed adopted by freight trains, including stops.....

10 miles.

Weight of first class passenger engines.....

17 tons.

Weight of freight engines

25 “

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	1,859	July, 1874.....	3,324
February, 1874.....	1,535	August, 1874.....	3,767
March, 1874.....	2,032	September, 1874.....	5,381
April, 1874.....	2,229	October, 1874.....	3,496
May, 1874.....	2,038	November, 1874.....	2,705
June, 1874.....	2,260		

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal.....	3,152 $\frac{1735}{2000}$
Petroleum and other oils.....	22 $\frac{455}{2000}$
Railroad iron.....	100
Other iron or castings, included in manufactures.	
Iron and other ores	74 $\frac{1955}{2000}$
Agricultural products.....	140 $\frac{1468}{2000}$
Merchandise and manufactures.....	4,973 $\frac{1802}{2000}$
Lumber	2,736 $\frac{956}{2000}$
Other articles.....	87 $\frac{360}{2000}$

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3 $\frac{1}{2}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ “
For second class through and way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile.....	12 cents.
For through coal, per ton per mile.....	2 $\frac{1}{3}$ “
For local freight, per ton per mile.....	12 “
For local coal, per ton per mile.....	3 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$5,937 48	\$2,968 72	\$2,968 76
Taxes on real estate; Charged to construction account.....			
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$545 94		
Repairs of passenger and baggage cars.....	196 67	\$196 67	
Repairs of freight cars.....	499 76		\$499 76
Repairs of tools and machinery in shops.....	71 94		
Total.....	1,314 31		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$596 94	\$307 14	\$289 80
Agents and clerks.....	3,129 99	998 83	2,131 16
Labor—loading and unloading freight.....	1,777 96		1,777 96
Porters, watchmen and switch tenders.....	1,236 00		
Car cleaning and inspecting, furniture and fixtures.....	289 86		
Wood and water station attendance.....	465 25		
Conductors, baggagemasters and brakemen.....	2,037 03	961 04	1,075 99
Engineers and firemen.....	3,125 87	835 80	2,290 07
Fuel, and cost of preparing for use.....	3,130 95		
Telegraph, mail and station expenses.....	219 90	219 90	
Loss and damage of goods and baggage.....	105 91		105 91
Incidental expenses.....	275 61		
Damage to property, including damage by fire and cattle killed on road.....	179 12		179 12
General superintendence.....	1,584 00	792 00	792 00
Contingencies.....	164 65		
Total.....	18,319 04		

Receipts on construction and equipment account during the year :

From stockholders.....	\$8,750 00
From sale of bond.....	183,300 00
From other sources.....	227,895 75
Total	<u>419,945 75</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Use of cars.	Miscellaneous.	Total.
January, 1874.....	\$745 96	\$661 08	.....	\$2 87	\$1,409 91
February, 1874.....	638 55	794 44	.....	40 50	1,473 49
March, 1874.....	860 65	907 55	.....	.....	1,768 20
April, 1874.....	965 07	1,321 36	.....	21 50	2,307 93
May, 1874.....	806 72	1,645 34	.....	124 87	2,576 93
June, 1874.....	874 22	993 84	.....	80 37	1,948 43
July, 1874.....	1,111 57	995 10	\$139 00	43 25	2,288 92
August, 1874.....	1,249 03	890 04	.....	72 50	2,211 57
September, 1874.....	1,734 61	1,152 58	.....	78 70	2,965 89
October, 1873.....	1,052 68	1,557 30	.....	188 25	2,798 23
November, 1874.....	890 09	2,118 64	168 50	56 75	3,233 98
Total.....	10,929 15	13,037 27	307 50	709 56	<u>24,983 48</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$419,423 82
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$25,570 83
For dividends.....	None declared.
For interest, miscellaneous, municipal taxes, and State taxes: Included in cost of construction.	
For United States taxes	None.
Total	<u>444,994 65</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average	<u>No record.</u>
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What express and transportation companies run on your road. None.

ACCIDENTS.

None.

The road having been in process of completion during all the time embraced in this report, all accounts were closed into construction account. This will explain why some items in the "cost of operating" are left blank, as also why it is impossible to state the cost of transportation of passengers per mile and of freight per ton per mile.

As it was desirable to have the financial year of the company close on November 30 instead of December 31, as formerly, this report includes only the operations of eleven months.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ario Pardee.....	Hazleton, Luzerne co., Pa.
George B. Markle	Philadelphia.
William A. Ingham.....	Philadelphia.
J. G. Fell	Philadelphia.
Edward Roberts, Jr	Philadelphia.
Pereival Roberts.....	Philadelphia.
Randolph Wood.....	Philadelphia.
Edward R. Wood.....	Philadelphia.
William A. Ingham, President.....	320 Walnut st., Philadelphia.
Wm. Boyd Jacobs, Sec'y and Treas.....	320 Walnut st., Philadelphia.

EAST MAHANNOY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the East Mahanoy railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

WM. M'LEAN, *N. P.*

STOCK AND DEBT.

Capital stock authorized by law.....	\$500,000 00
Amount of stock subscribed	392,550 00
Amount paid in as by last report.....	392,550 00
Total amount now paid in of capital stock.....	392,550 00
Funded debt as per last report.	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. of dividend or dividends: Cash, January 15th and July 15th, each	3 per cent.

RAILROAD REPORT.

155

Number of shares of stock issued.....	7,851
Par value of each share.....	\$50 00
Average market value during the year.....	38 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>392,550 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$392,550 00</u>	<u>\$392,550 00</u>

Equipment furnished by the Philadelphia and Reading railroad company, sub-lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from East Mahanoy Junction to Waste House Run.....	7.54 miles.
Length of main line of road laid.....	7.54 “
Length of main line of road laid in Pennsylvania.....	7.54 “
Length of double track of road.....	None.
Length of sidings.....	3.39 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	68 pounds.
Branch roads owned by the company and their length, viz :	
Colliery branches, (total length in miles, 3.57,).....	4
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	None.
Number of iron bridges, (total length in feet, 137,).....	5
Number of wooden bridges, (total length in feet, 135½,)...	10
Number of stone bridges, (total length in feet, 11 ⅙,)....	1
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road : Passenger and freight,	1
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way.....	\$600 00
Number of tunnels, (length of each, 3,400 feet,).....	1
How is track laid, and on what foundation? Wooden cross ties, stone and coal dirt ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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RECEIPTS.

From lease and contract.....	\$25,201 70
From miscellaneous.....	97 04
Total.....	<u>\$25,298 74</u>

SUMMARY of PAYMENTS.

For construction and equipment, maintaining the road, &c.—repairs of machinery and operating the road, and interest.. ..	Nothing.
For dividends.....	\$23,553 00
For miscellaneous.....	249,66
For State taxes	\$1,648 70
Total.....	<u>\$25,451 36</u>

Leased to the Little Schuylkill Navigation railroad and coal company, January 12, 1863, for a term of 99 years.

Sub-leased by the Philadelphia and Reading railroad company, July 7, 1868, for the remainder of the term.

All returns not given in this report will be included in the returns made by the Philadelphia and Reading railroad company, sub-lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia, Pa.
H. P. M'Kean.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. B. Lippineott.....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
Charles E. Smith.....	Philadelphia, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, Franklin B. Gowen, president, and John Welch, treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

W. M'LEAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$1,309,200 00
Amount paid in as by last report.....	1,309,200 00
Total amount now paid in of capital stock.....	1,309,200 00
Funded debt as per last report	495,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, March 1, 1888,)	495,900 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	495,900,00
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. of dividend or dividends: Cash,	
January 20th and July 21st.....	3 per cent.
Number of shares of stock issued.....	26,184
Par value of each share.....	\$50 00
Average market value during the year.....	40 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	1,309,200 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,484,290 12	\$1,484,290 12

Equipment furnished by Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Reading to Allentown...	36 miles.
Length of main line of road laid.....	36 "
Length of main line of road laid in Pennsylvania.....	36 "
Length of double track of road.....	12.2 "
Length of sidings.....	15.5 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track, 52, 57, 60, 64 and 68 pounds.	
Branch roads owned by the company, and roads worked or leased by the company.....	None.
Number of engine houses and shops: 2 engine houses and 1 shop, total.	3
Number of iron bridges, (total length in feet, 107,).....	3
Number of wooden bridges, (total length in feet, 395,)...	22
Number of stone bridges, (total length in feet, 305,).....	7
Number of culverts, (total length in feet, 2,559,).....	65
Number of railroads crossed.....	None.
Number of stations on main road, passenger and freight...	12
Number of wood and water stations on main road.....	
Value of real estate held by the company exclusive of roadway. None owned.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross-ties, broken stone, sand and gravel ballast.	
Length in miles laid with steel rail.....	None.

All the returns not given in this report, will be included in the returns made by the Philadelphia and Reading railroad company, lessees.

Date of lease, May 1, 1869, for a term of nine hundred and ninety-nine years.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
A. E. Borie.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. B. Lippencott.....	Philadelphia, Pa.
James E. Gowen.....	Philadelphia, Pa.
Thomas Hart, Jr.....	Philadelphia, Pa.
Morton P. Henry.....	Philadelphia, Pa.
George D. Stitzel.....	Reading, Pa.
Joseph L. Stichter.....	Reading, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer	Philadelphia, Pa.

EBENSBURG AND CRESSON.

STATE OF PENNSYLVANIA, }
Cambria County, } ss :

Personally appeared A. A. Barker, president, and John Williams, treasurer, of the Ebensburg and Cresson railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) A. A. BARKER, *President*.
JOHN WILLIAMS, *Treasurer*.

Sworn and subscribed before me, this }
12th day of November, 1874. }

H. KINKEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	42,000 00
Amount paid in as by last report.....	42,000 00
Total amount now paid in of capital stock.....	42,000 00
Funded debt as per last report	80,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1881,).....	80,000 00

Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	80,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of divided or dividends,	None.
Number of shares of stock issued.....	840
Par value of each share.....	\$50 00
Average market value during the year: No market value.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$122,000 00	\$122,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cresson to Ebensburg..	11 miles.
Length of main line of road laid.....	11 “
Length of main line of road laid in Pennsylvania.	11 “
Length of double track of road.....	None.
Length of sidings.....	$\frac{1}{2}$ mile.
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company.....	None.
Number of engine houses and shops.....	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 50,)....	1
Number of culverts, (total length in feet, 15,)	1
Number of railroads crossed.....	None.
Number of stations on main road: Passenger.....	3
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road-way.....	\$400 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? On oak ties, partly stone and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The road is leased to the Pennsylvania railroad company for 999 years, from March 6, 1862. All the business of the road will be included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

Thomas T. Firth	Philadelphia.
Josiah Bacon	Philadelphia.
Wistar Morris	Philadelphia.
Joseph B. Myers	Philadelphia.
Strickland Kneass	Philadelphia.
E. Roberts	Ebensburg, Pa.
John Williams	Ebensburg, Pa.
J. A. Moore	Ebensburg, Pa.
George J. Rogers	Ebensburg, Pa.
Thomas Griffith	Ebensburg, Pa.
Richard Jones, Jr.	Ebensburg, Pa.
Abel Lloyd	Ebensburg, Pa.
A. A. Barker, President	Ebensburg, Pa.
Abel Lloyd, Secretary	Ebensburg, Pa.
John Williams, Treasurer	Ebensburg, Pa.

EDGEWOOD.

STATE OF PENNSYLVANIA, }
Allegheny County } ss:

Personally appeared William H. Shoenberger, president, and T. C. Dickson, treasurer, of the Edgewood railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

W. H. SHOENBERGER, *President.*THOMAS C. DICKSON, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of February, 1875. }

C. O'DONNELL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$15,000 00
Amount of stock subscribed	15,000 00
Amount paid in as by last report	2,663 06
Total amount now paid in of capital stock	15,000 00
Floating debt as per last report	None.
The amount now of floating debt	9,483 05
Number of shares of stock issued	300
Par value of each share	\$50 00
Average market value during the year	None sold.
Amount paid in on each share	\$50 00

ELMIRA AND WILLIAMSPORT

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction.....	<u>\$1,163 06</u>	<u>\$26,483 05</u>

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Edgewood intersection to Hampton coal fields.....	1 mile.
Length of main line of road laid.....	1 "
Length of main line of road laid in Pennsylvania.....	1 "
Proposed gauge of road.....	4 ft. 9 inches.
Proposed weight of rail per yard.....	56 pounds.
Number of miles of road graded.....	<u>1 mile.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. H. Shoenberger.....	Pittsburg.
Thomas C. Dickson.....	Pittsburg.
C. L. Fitzhugh.....	Pittsburg.
Robert Dickson.....	Pittsburg.
C. H. Armstrong.....	Pittsburg.
W. H. Shoenberger, President.....	Pittsburg.
Ed. P. Loy, Secretary.....	Pittsburg.
Thomas C. Dickson, Treasurer.....	Pittsburg.

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County. } ss :

Personally appeared Thomas Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) THOS. KIMBER, JR., *President.*
 WM. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00

RAILROAD REPORT.

163

Amount paid in as by last report.....	\$1,000,000 00	
Total amount now paid in of capital stock.....	1,000,000 00	
Funded debt as per last report.....	1,620 000 00.	
The amount now of funded debt, (classified and date of maturity,) as follows:		
1st mortgage bonds, (date of maturity, January 1, 1880,).....	\$1,000,000 00	
Five per cent. bonds, (date of maturity, October 1, 1862, 999 years,).....	570,000 00	
Mortgage real estate, Elmira N. Y.....	50,000 00	
		1,620,000 00
Floating debt as per last report, and amount now.....	None.	
Total amount now of floating and funded debt.....	1,620,000 00	
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 5 per cent bonds, 5 per cent.; mortgage real estate, Elmira, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends:		
Cash—January, 1874, $3\frac{1}{2}$ per cent. on \$500,000, preferred stock; July, 1874, $3\frac{1}{2}$ per cent. on \$500,000 00, preferred stock; May, 1874, $2\frac{1}{2}$ per cent. on \$500,000 00, common stock; November, 1874, $2\frac{1}{2}$ per cent. on \$500,000 00, common stock.		
Number of shares of stock issued: 10,000 shares preferred and 10,000 shares common stock.		
Par value of each share.....		\$50 00
Average market value during the year: \$38 for preferred, and \$24 for common.		
Amount paid in on each share.....		50 00
Amount of capital on which the respective dividends were declared: \$500,000 preferred stock; \$500,000 common stock.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,268,000 00	\$2,268,000 00
Equipment.....	352,000 00	352,000 00
Total cost.....	\$2,620,000 00	\$2,620,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line of road laid.....	78 “
Length of main line of road laid in Pennsylvania.....	70 “

ELMIRA AND WILLIAMSPORT

SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c.,	Nothing.
Dividends.....	\$60,000 00
Interest.....	102,000 00
Miscellaneous.....	3,000 00
Surplus fund, municipal and State taxes.....	None.
Total	<u>\$165,000 00</u>

The Elmira and Williamsport railroad having been leased to the Northern Central railway company, for 999 years from May 1, 1863, its tonnage receipts, expenditures and other returns for year 1874 are included in the report furnished by the lessee.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. D. Lewis.....	Florence, N. J.
Alex. S. Diven.....	Elmira, N. Y.
Wm. C. Longstreth.....	Philadelphia.
Thomas Neilson.....	Philadelphia.
Wm. Read Fisher.....	Philadelphia.
Lewis P. Geiger.....	Philadelphia.
Thos. Kimber, Jr., President.....	308 Walnut st., Philadelphia.
Lewis P. Geiger, Secretary.....	308 Walnut st., Philadelphia.
Wm. C. Longstreth, Treasurer.....	308 Walnut st., Philadelphia.

ELMIRA AND WILLIAMSPORT.

[Northern Central railway company lessee.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared A. J. Cassatt, vice president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. J. CASSATT, *Vice President.*

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of March, 1875. }

J. PAUL DIVER, *Notary Public.*

STOCK AND DEBT.

See report of president and treasurer of company.

RAILROAD REPORT.

165

COST OF ROAD AND EQUIPMENT.

See report of president and treasurer of company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line of road laid.....	78 "
Length of main line of road laid in Pennsylvania.....	70 "
Length of double track of road.....	None.
Length of sidings	14.33 miles.
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned, and roads worked or leased by the company	None.
Number of engine houses and shops.....	3
Number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore and stone cars : Northern Central railway equipment.	
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 4,062)..	27
Number of culverts, (total length in feet, 126).....	31
Number of railroads crossed.	None.
Number of stations on main road : Passenger and freight..	27
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of road way.....	\$84,106 00
Number of tunnels.....	None.
How is track laid, and on what foundation ? Earth bed and cross-ties.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	123,939
Number of miles run by freight trains.....	373,829
Number of miles run by coal trains : Not separated from general freights.	
Number of through passengers for the year on main road,	35,244
Number of passengers (all classes) carried in cars.....	124,733
Number of tons of 2,000 lbs. of through freight for the year on main road	311,933
Number of passengers carried one mile	4,608,480
Number of tons of freight carried one mile.....	30,963,426

Gross amount of tonnage for the year, (2,000 lbs. per ton,)	469,021
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger and freight engines: Northern Central railway equipment.	

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	7,669	July, 1874.....	14,191
February, 1874.....	6,721	August, 1874.....	14,540
March, 1874.....	9,456	September, 1874.....	14,012
April, 1874.....	8,846	October, 1874.....	11,027
May, 1874.....	8,414	November, 1874.....	8,946
June, 1874.....	10,640	December, 1874.....	10,271

The amount of freight specifying the quantity in tons :

Anthracite and bituminous coal, 306,473	Stone and lime.....	2,502
Petroleum and other oils..... 140	Agricultural products.....	69,420
Pig iron..... 1,475	Merchandise and manufactures,	31,865
Railroad iron..... 650	Live stock.....	995
Other iron or castings..... 8,145	Lumber.....	26,106
Iron and other ores..... 4,895	Other articles.....	10,355

The rate of fare for passengers charged for the respective classes per mile as follows :

For all passengers	3 $\frac{112}{1000}$ cents.
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The rate per ton (of 2,000 pounds,) per mile charged for freight :

For all freight, per ton per mile.....	1 $\frac{453}{1000}$
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MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$169,574 51	\$42,393 63	\$127,180 88
Taxes on real estate.....	4,587 53	1,146 88	3,440 65
Total	174,162 04	43,540 51	130,621 53
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$33,470 09	\$8,367 52	\$25,102 57
Repairs of passenger and baggage cars	65 94	65 94	.....
Repairs of freight cars	4,634 64	.....	4,634 64
Repairs of tools and machinery in shops.....	3,517 55	879 39	2,638 16
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	33,979 31	8,494 83	25,484 48
Total	75,667 53	17,807 68	57,859 85
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$6,326 55	\$2,537 02	\$3,789 53
Agents and clerks	12,545 47	3,249 92	9,295 55
Labor—loading and unloading freight	10,064 25	.....	10,064 25
Porters, watchmen and switch tenders	9,865 11	2,472 77	7,392 34
Car cleaning and inspecting, furniture and fixtures	5,258 23	2,119 06	3,139 17
Wood and water station attendance.....	3,790 39	947 60	2,842 79
Conductors, baggagemasters and brakemen	29,683 24	8,474 74	21,208 50
Engineers and firemen	30,016 01	6,509 38	23,506 63
Fuel, and cost of preparing for use	46,591 96	11,647 99	34,943 97
Oil and waste for engines and tenders, passenger, baggage and freight cars	7,394 89	1,864 90	5,529 99
Telegraph, mail and station expenses	10,920 47	3,577 64	7,342 83
Loss and damage of goods and baggage	4,129 41	.....	4,129 41
Use of freight cars	74,812 99	.....	74,812 99
Shoveling snow.....	177 63	44 41	133 22
Damage for injury of persons	126 10	126 10	.....
General superintendence.....	2,786 09	727 00	2,059 09
Contingencies	23,382 18	5,845 54	17,536 64
Total	277,870 97	50,144 07	227,726 90

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

Passengers	\$143,425 91
Freight	449,818 31
Mail and express	25,895 44
Miscellaneous.....	3,864 21
Total	<u>623,003 87</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	None.
For maintaining the road, &c.—Repairs of machinery and operating the road.....	\$527,700 54
For dividends, interest, miscellaneous and rent.....	165,000 00
For surplus fund, municipal and State taxes.....	None.
Total	<u>692,700 54</u>

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average.....	1 $\frac{9.09}{1000}$
Cost per ton freight per mile, proximate average.....	1 $\frac{9.65}{1000}$

What express companies run on your road, and on what terms? Adams, at fixed prices per 100 lbs. varying according to distance transported.

What transportation companies run on your road, and on what terms? Crescent Line; conditions are arranged from time to time, as required, to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured..
Employees	1	7
Others	2	1
Total	<u>3</u>	<u>8</u>

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of company.

ERIE.

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared Edmund S. Bowen, general superintendent, and Wm. P. Shearman, treasurer, of the Erie railway company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1874, are true to the best of their knowledge and belief.

(Signed) EDMUND S. BOWEN, *General Superintendent.*

WM. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me this }
 5th day of February, 1875. }

HARSEN H. SMITH, *Notary Public.*

STATE OF NEW YORK, }
New York City and County, } ss:

I, William Walsh, clerk of the city and county of New York, and also clerk of the Supreme court for the said city and county, being a court of record, do hereby certify that Harsen H. Smith, before whom the annexed deposition was taken, was, at the time of taking the same, a notary public of New York, dwelling in said city and county, duly appointed and sworn and authorized to administer oaths to be used in any court in said State, and for general purposes; and that his signature thereto is genuine, as I verily believe.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court and county, the 6th day of February, 1875.

WM. WALSH, *Clerk.*

STOCK AND DEBT.

Capital stock as authorized by law, amount of stock sub-	
scribed, amount paid in as by last report, total amount	
now paid in of capital stock.....	\$86,536,910 00
Funded debt as per last report.....	37,917,142 70
The amount now of funded debt, (classified and date of	
maturity,) as follows:	
1st mortgage bonds, (date of maturity,	
May 1, 1897,).....	\$2,485,000 00
2d mortgage bonds, (date of maturity,	
September 1, 1879,).....	2,174,000 00

3d mortgage bonds, (date of maturity, March 1, 1883,).....	4,852,000 00
4th mortgage bonds, (date of maturity, October 1, 1880,).....	2,937,000 00
5th mortgage bonds, (date of maturity, June 1, 1888,)	709,500 00
Buffalo Branch bonds, (date of maturity, July 1, 1891,).....	182,600 00
Sterling loan convertible bonds, (date of maturity, September 1, 1875,) be- ing £916,000 at \$4 86 $\frac{65}{100}$ per £.....	4,457,714 00
1st consolidated mortgage bonds, (date of maturity, September 1, 1920,)....	12,076,000 00
Convertible mortgage bonds, (date of maturity, January 1, 1903,)	10,000,000 00
2d consolidated mortgage bonds, (date of maturity, March 1, 1894).....	5,703,000 00
	<hr/> \$45,576,814 00
Floating debt as per last report.....	2,714,103 51
The amount now of floating debt, consisting of loans and bills payable.....	2,552,203 34
Total amount now of floating and funded debt	48,129,017 34
Rate per cent. per annum of interest on funded debt: 1st mortgage, on \$2,414,000, 7 per cent., currency; on \$71,000, 7 $\frac{1}{4}$ per cent., gold; 2d mortgage, 7 per cent., currency; 3d mortgage, 7 per cent., currency; 4th mort- gage, 7 per cent., currency; 5th mortgage, 7 per cent., currency; Buffalo Branch bonds, 7 per cent., currency; sterling loan, 6 per cent., gold; 1st consolidated mort- gage bonds, 7 per cent., gold; convertible mortgage bonds, 7 per cent., gold; 2d consolidated mortgage bonds, 7 per cent., gold.	
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued: Common, 780,000; preferred, 85,369 $\frac{10}{100}$; total.....	865,369 $\frac{10}{100}$
Par value of each share	\$100 00
Average market value during the year: Common stock, \$39 62 $\frac{1}{2}$; preferred, \$60 75.	
Amount paid in on each share: Records do not show.	

RAILROAD REPORT.

171

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$99,440,128 66	\$102,152,896 66
Equipment.....	12,189,963 60	12,923,004 21
Total cost.....	<u>111,630,092 26</u>	<u>115,075,900 87</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jersey City, N. J., to Dunkirk, N. Y.....	459 miles.
Length of main line of road laid	459 "
Length of main line of road laid in Pennsylvania.....	42.05 "
Length of double track of road: On the main line, 266.75 miles; branches, 39.60 miles; total.....	306.35 "
Length of sidings: On the main line, 182.08 miles; on the branches, 133.21 miles; total.....	315.29 "
Length of third rail: On the main line, 43.80 miles; on the branches, 70.50 miles; reduced to single track, 57.15 miles.	
Gauge of road	6 feet.
Weight of rail per yard on main track: Steel, 60 to 67 pounds; steel or silicon iron top, 67½ pounds; iron, 56 to 70 pounds.	
Branch roads owned by the company and their length, viz: Piermont Branch, Piermont to Sufferns, 18 miles; Newburg Branch, Greycourt to Newburg, 18.75 miles; Buffalo Branch, Hornellsville to Attica, 60 miles	96.75 miles.
Roads worked by the company, viz: Newark and Hudson railroad, Paterson and Newark railroad, Newark Branch, Jersey city to Paterson, via Newark, 16.75 miles; Weehawken Branch, east end of Bergen tunnel to Oil Docks, New York and Fort Lee railroad, Oil Docks to stock yard at Oak Cliffs, N. J., 5 miles; Northern railroad of New Jersey, N. R. R. Junction to Nyack, N. Y., 26 miles; Newburg and New York railroad, Newburg Junction to Vail's Gate Junction, 12.75 miles	60.50 "
Roads leased by the company, viz: Patterson and Hudson railroad, Patterson and Ramapo railroad, Jersey City, N. J., to Sufferns, N. Y., 30.12 miles; Union railroad, .83 miles; Hackensack Branch, Hackensack Junction to Spring Valley, 20.75 miles; Montgomery and Erie, Goshen, N. Y., to Montgomery, N. Y., 10.25 miles;	

Goshen and Deckertown, Goshen, N. Y., to Pine Island, N. Y., 11.75 miles ; Hawley Branch, Lackawaxen, Pa., to Hawley, Pa., 16 miles ; Honesdale Branch, Hawley, Pa., to Honesdale, Pa., 9 miles ; Jefferson Branch, Carbondale, Pa., to Susquehanna, Pa., 36.50 miles ; Buffalo, Bradford and Pittsburg railroad, Carrolton, N. Y., to Gilesville, Pa., 25.50 miles ; Niagara Falls Branch, Buffalo Junction to Suspension Bridge, N. Y., 23.25 miles ; Buffalo, New York and Erie, Attica to Buffalo, N. Y., 31 miles ; Corning, N. Y., to Avon, N. Y., 76 miles ; Avon, N. Y., to Attica, N. Y., 34.50 ; Rochester and Genessee Valley railroad, Avon, N. Y., to Rochester, N. Y., 18.25 miles ; Avon, Genessee and Mt. Morris railroad, Avon, N. Y., to Mt. Morris, N. Y., 15.25 miles ; Erie and Genessee Valley railroad, Mt. Morris, N. Y., to Dansville, N. Y., 14.75 miles	373.70	“
Total owned, leased and operated	530.95	“
Number of engine houses and shops : Engine houses, 44 ; machine shops, 8 ; car repair shops, 8 ; total		60
Number of engines on the books of the company : In good condition, 301 ; in fair condition, 102 ; in bad condition, 66 ; broken up, 36 ; total		505
Number of first class passenger cars, (average cost of each, \$5,500,)		200
Number of second class passenger and emigrant cars, (average cost of each, \$3,000,)		69
Number of baggage, mail and express cars, (average cost of baggage and express cars each, \$2,300 ; post office, \$2,750,)		75
Number of freight cars : House cars, box freight, milk, stock, flat oil, (average cost of each, \$698 50,) 4,491 ; trucks, oil tanks, gondolas, flats, (average cost of each, \$658 33,) 2,773 ; total		7,264
Number of coal and gravel cars : Coal, 4 wheels, (average cost of each, \$450,) 1,507 ; 8 wheels, (average cost of each, \$640,) 2,488 ; total 8 wheels, 3,241½ ; gravel, 4 wheels, (average cost of each, \$450,) 140 ; 8 wheels, (average cost of each, \$640,) 60 ; total 8 wheels, 130 ; grand total, 8 wheels		3,371½
Number of caboose cars, 4 wheels, (average cost of each, \$625,) 185 ; 8 wheels, (average cost of each, \$1,200,) 47 ; total 8 wheels		139½

RAILROAD REPORT.

173

Number of iron bridges: Main line, (length in feet, 7,143.5,) 39; branches, (length in feet, 1,003.7,) 9; (total length in feet, 8,147).....	48
Number of wooden bridges: Main line, (length in feet, 16,040.3,) 149; branches, (length in feet, 4,104.2,) 32; (total length in feet, 20,144.5).....	181
Number of stone bridges: Main line, (length in feet, 1,636.9,) 41; branches, (length in feet, 2,410,) 17; (total length in feet, 1,877.9).....	58
Number of culverts, (total length in feet, 2,725).....	694
Number of railroads crossed: Main line, 3 over, 3 under, 7 at grade; branches, 2 over, 2 under, 8 at grade; total,	25
Number of stations on main road: Passenger and freight, 101; on branches, 155; total.....	256
Number of coal and water stations on main road: Coal, 9; water, 86; on branches, water, 26; total.....	112
Value of real estate held by the company exclusive of roadway: The company owns no real estate in the State of Pennsylvania, other than that required for roadway purposes.	
Number of tunnels—Bergan Hill—(length in feet, 4,388,).....	1
How is track laid, and on what foundation? On oak and hemlock ties, filled in with gravel and broken stone.	
Length in miles laid with steel rails, 176.25; steel or silicon iron top rail, 612.64; iron, 848.90; total.....	1,637.79

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	3,259,941
Number of miles run by freight trains.....	9,863,760
Number of miles run by coal trains.....	937,057
Number of passengers (all classes) carried in cars.....	4,223,130
Number of passengers carried one mile.....	160,204,125
Number of tons of freight carried one mile.....	1,047,420,238
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	6,364,276
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 to 22
Average rate of speed adopted by express trains, including stops.....	26 to 30
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first-class passenger engines.....	70,000 pounds.
Weight of freight engines.....	80,000 “

Monthly statement of passengers (all classes) carried in cars:

October, 1873.....	390,195 ¹ ₂	May, 1874.....	353,164
November, 1873.....	315,040 ¹ ₂	June, 1874.....	361,042
December, 1873.....	320,154	July, 1874.....	422,471 ¹ ₂
January, 1874.....	286,766 ¹ ₂	August, 1874.....	446,664 ¹ ₂
February, 1874.....	261,799 ¹ ₂	September, 1874.....	409,517
March, 1874.....	320,546	Total.....	4,223,130 ¹ ₂
April, 1874.....	335,769		

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	3,137,046	Agricultural products.....	893,226
Bituminous coal.....	717,380	Merchandise and manufactu's,	717,609
Petroleum and other oils.....	199,283	Live stock.....	116,608
Pig iron, railroad iron, other iron or castings, iron or other ores, stone and lime: Includ- ed in other articles.		Lumber.....	145,822
		Other articles.....	437,302
		Total.....	6,364,276

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers.....	2 ⁹³² / ₁₀₀₀ cents.
For first class way passengers.....	2 ⁷⁵⁵ / ₁₀₀₀ "
For emigrant class through passengers.....	1 ¹⁹⁷ / ₁₀₀₀ "
For emigrant class way passengers.....	1 ⁵⁸⁷ / ₁₀₀₀ "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile.....	1
For local freight, per ton per mile.....	2 ⁹¹ / ₁₀₀
For local coal, per ton per mile.....	1 ⁷⁵ / ₁₀₀

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$3,248,802 53	\$1,299,520 99	\$1,949,281 54
Taxes on real estate.....	236,859 67	94,743 86	142,115 81
Total.....	3,485,662 20	1,394,264 85	2,091,397 35
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,064,882 73	\$272,315 21	\$792,567 52
Cleaning and housing engines.....	321,672 41	80,606 01	241,066 40
Repairs of passenger and baggage cars.....	211,768 34	211,768 34	.....
Repairs of freight cars.....	920,532 82	.....	920,532 82
Repairs of tools and machinery in shops.....	99,319 25	24,829 81	74,489 44
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	89,527 53	22,881 88	67,145 65
Superintendence.....	91,399 22	22,849 80	68,549 42
Total.....	2,799,102 30	634,751 05	2,164,351 25
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$98,851 57	\$24,712 89	\$74,138 68
Agents and clerks.....	431,496 62	107,874 15	323,622 47
Passengers and freight agents and commissions.....	402,137 43	212,614 94	189,522 49
Labor—loading and unloading freight.....	898,032 92	.....	898,032 92
Porters, watchmen and switch tenders.....	395,159 86	98,789 96	296,369 90
Wood and water station attendance.....	76,467 68	19,116 92	57,350 76
Conductors, baggage masters and brakemen.....	1,297,871 40	368,319 99	929,551 41
Engineers and firemen.....	1,004,558 47	216,688 12	787,870 35
Fuel and cost of preparing for use.....	1,165,177 86	270,883 71	894,294 15
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	245,999 10	68,055 19	177,943 91
Superintendence and contingencies.....	195,558 12	97,779 06	97,779 06
Telegraph operators.....	130,842 56	65,421 28	65,421 28
Loss and damage of goods and baggage.....	70,002 01	57,982 64	14,019 37
Legal expenses.....	111,425 37	55,712 68	55,712 68
Damage for injury of persons.....	104,723 14	104,723 14	.....
Damage to property, including damage by fire and cattle killed on road.....	5,581 30	.....	5,581 30

EXPENSES—Continued.

MAINTAINING THE ROAD—Continued.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
General office expenses.....	\$117,831 35	\$58,915 67	\$58,915 68
General superintendence.....	185,416 81	46,354 20	139,062 61
General office clerks.....	202,330 31	67,443 43	134,886 88
Contingencies.....	137,509 94	34,377 48	103,132 46
Total.....	7,278,973 82	1,975,770 45	5,303,203 37

Receipts on construction and equipment account during the year :

Sale of bonds, (this amount may be ultimately slightly increased upon the revision the accounts of sales preparatory to their final adjustment,)..... \$4,719,160 87

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Coal.	Miscellaneous.	Total.
Oct., 1873 ...	371,152 10	\$911,602 39	\$77,584 56	\$432,018 27	\$33,272 47	\$1,825,629 79
Nov., 1873 ...	306,700 86	774,384 38	93,335 36	322,852 36	32,034 80	1,529,307 76
Dec., 1873...	255,537 26	846,337 72	90,905 89	302,201 96	27,602 45	1,522,585 28
Jan., 1874...	219,757 73	874,944 06	90,404 09	244,305 48	25,798 48	1,455,209 84
Feb., 1874...	204,145 03	748,918 87	65,019 01	256,208 81	12,219 04	1,286,510 76
March, 1874.	282,433 71	762,152 84	62,022 15	310,688 09	13,614 79	1,430,911 58
April, 1874..	273,885 66	849,865 93	63,808 72	355,514 35	13,848 05	1,556,922 71
May, 1874...	320,323 62	872,072 31	72,022 35	366,012 82	15,708 02	1,646,139 12
June, 1874...	313,434 40	903,623 73	76,129 58	339,953 83	15,847 33	1,648,988 87
July, 1874 ..	372,814 11	718,340 01	80,269 24	358,143 73	15,812 70	1,545,379 79
Aug., 1874..	397,709 80	709,566 68	72,247 06	350,555 02	16,096 41	1,546,746 97
Sept., 1874..	387,679 78	742,302 00	71,745 53	387,476 80	15,934 18	1,605,138 29
Total ...	3,705,574 06	9,714,110 92	915,493 54	4,025,931 52	237,788 72	18,598,898 76

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$3,445,808 61
Maintaining the road, &c.—Repairs of machinery and operating the road.....	13,563,738 32
Dividends.....	None.
Interest on mortgage debt, \$2,799,805 64; other interest, \$165,807.....	2,965,612 64
Miscellaneous, including rentals of leased lines, \$717,-345 75; and insurance, \$209,507 73.....	1,442,809 96
Hire of cars.....	460,955 48
Taxes other than the amount included in the cost of maintaining the road :	
Municipal taxes.....	\$101,619 22
Statetaxes: Pennsylvania, \$20,819 24; New Jersey, \$29,208 29.....	50,027 53
	151,646 75
Total.....	18,584,763 15
Total amount of surplus fund	14,135 61

Cost of transportation :

Cost per passenger per mile, proximate average.....	.02 ⁴⁹⁹⁷ / ₁₀₀₀₀ cts.
Cost per ton of freight per mile, proximate average.....	.009 ¹²⁶ / ₁₀₀₀ “

What express companies run on your road, and on what terms? The United States express company, paying 60 per cent. of its gross earnings to the Erie railway company.

What transportation companies run on your road, and on what terms? The Great Western Despatch and South Shore line, the Erie and Pacific Despatch and the Erie and North Shore line. The accounts of these companies with the Erie railway company are adjusted on the basis of mileage.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	19
Employees.....	42	268
Others	55	58
	—	—
Total	98	345

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hermann R. Baltzer	New York city, N. Y..
Samuel L. M. Barlow.....	New York city, N. Y.
William Butler Duncan.....	New York city, N. Y.
R. Suydam Grant.....	New York city, N. Y..
John A. C. Gray	New York city, N. Y.
Hugh J. Jewett	New York city, N. Y.
John Taylor Johnson	New York city, N. Y.
Edwin D. Morgan.....	New York city, N. Y..
Louis H. Meyer	New York city, N. Y.
Cortlandt Parker.....	Newark, N. J.
Marshall O. Roberts.....	New York city, N. Y.
Lucius Robinson	Elmira, N. Y.
Homer Ramsdell	Newburgh, N. Y.
Thomas A. Scott.....	Philadelphia, Pa.
Frederick Schuchardt.....	New York city, N. Y..
Henry G. Stebbins.....	New York city, N. Y..
(One vacancy.)	
Hugh J. Jewett, President.....	New York city, N. Y.
Augustus R. Macdonough, Secretary.....	New York city, N. Y.
William P. Shearman, Treasurer	New York city, N. Y.

ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, }
Erie County, } ss :

Personally appeared William L. Scott, president, and William Brewster, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WM. L. SCOTT, *President.*

WM. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of February, 1875. }

F. CURTZE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed.....	1,996,400 00
Amount paid in as by last report: \$999,900 at par, and 10 per cent. on \$996,500.....	1,099,500 00
Total amount now paid in of capital stock: \$990,900 at par, and 10 per cent. on 996,500	1,099,500 00
Funded debt as per last report	3,327,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1882,).....	\$291,700 00
2d mortgage bonds, (date of maturity, March 1, 1890,).....	92,300 00
Consolidated mortgage bonds, (date of maturity, July 1, 1898,).....	2,193,000 00
Equipment mortgage bonds, (date of maturity, October 1, 1900,).....	880,000 00
	3,457,000 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt	3,457,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; consolidated mortgage, 7 per cent.; equipment mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend or dividends :

Cash, December 10, 1873, March 10, 1874, June 10, 1874,

September 10, 1874, December 10, 1874, each..... $1\frac{3}{4}$ per cent.

Number of shares of stock issued..... 39,928

Par value of each share \$56 00

Average market value during the year..... 70 to 80 cents.

Amount paid in on each share : \$50 on 19,998 shares, and
10 per cent. on 19,930 shares.

Amount of capital on which the respective dividends were
declared \$1,996,400 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,174,311 74	\$3,175,436 23
Equipment.....	1,765,032 78	1,895,032 78
Total cost.....	<u>4,939,344 52</u>	<u>5,070,469 01</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Girard...	81.5 miles.
Length of main line of road laid.....	81.5 "
Length of main line of road laid in Pennsylvania.....	81.5 "
Length of double track of road.....	None.
Length of sidings.....	19 ⁸⁸ miles.
Gauge of road.....	4 feet 9 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	29
Number of first class passenger cars, (average cost of each, \$4,500,).....	4
Number of second class passenger cars, (average cost of each, \$1,500,).....	1
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	4
Number of freight cars : House cars, (average cost of each, \$575,) 58 ; trucks, (average cost of each, \$500,) 22 ; total.....	80
Number of coal, ore and stone cars, (average cost of each, \$500,) total.....	1,259
Number of caboose cars, (passenger cars used as caboose,) average cost of each, \$1,500.	

RAILROAD REPORT.

181

Number of iron bridges, (total length in feet, 444,).....	3
Number of wooden bridges, (total length in feet, 6,224,)..	44
Number of stone bridges	None.
Number of culverts, open, 6 span and over, 71 ; stone arch, 10 span and over, 4 ; (total length in feet, 864 ;) total...	75
Number of railroads crossed	4
Number of stations on main road : Passenger, 22, freight, 16, total.....	38
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of road- way	None.
Number of tunnels.....	None.
How is track laid, and on what foundation ? On wooden cross-ties, fish-plate connection and gravel ballast.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	144,466
Number of miles run by freight trains.....	494,689
Number of miles run by coal trains, (included in freight trains.)	
Number of through passengers for the year on main road..	8,969
Number of passengers (all classes) carried in cars.....	204,425
Number of tons of 2,000 lbs. of through freight for the year on main road.....	78,798
Number of passengers carried one mile.....	3,975,776
Number of tons of freight carried one mile.....	46,019,165
Number of passengers carried one mile in the State of Penn- sylvania	3,975,776
Number of tons of freight carried one mile in the State of Pennsylvania	46,019,165
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	800,947
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	23
Average rate of speed adopted by express trains, including stops, (miles per hour,)	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	9½
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	33 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	14,859	July, 1874.....	17,856
February, 1874.....	13,838	August, 1874.....	17,498
March, 1874.....	18,152	September, 1874.....	31,137
April, 1874.....	16,794	October, 1874.....	16,043
May, 1874.....	15,276	November, 1874.....	13,529
June, 1874.....	15,568	December, 1874.....	13,875

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	393,055	Stone and lime.....	57,884
Petroleum and other oils.....	52,990	Agricultural products.....	12,786
Pig iron.....	47,744	Merchandise and manufactures,	27,761
Railroad iron.....	988	Live stock.....	3,796
Other iron or castings.....	13,011	Lumber.....	22,853
Iron and other ores.....	163,912	Other articles.....	4,167

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	4 “
For second class through and way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal, (per ton per mile, $\frac{8}{10}$.).....	8 mills.
For local freight and coal, (per ton per mile, $1\frac{6}{10}$.)..	16 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$152,799 19	\$50,933 06	\$101,866 13
Taxes on real estate.....	6,317 28	2,105 76	4,211 52
Total	159,116 47	53,038 82	106,077 65
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$23,961 28	\$6,110 93	\$17,850 35
Repairs of passenger and baggage cars.....	5,636 51	5,636 51	.....
Repairs of freight cars.....	46,380 48	.....	46,380 48
Repairs of tools and machinery in shops.....	3,703 49	1,234 49	2,469 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	688 38	229 46	458 92
Total.....	80,370 14	13,211 39	67,158 75
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$8,341 83	\$2,780 61	\$5,561 22
Agents and clerks.....	28,901 08	9,633 69	19,267 39
Labor—loading and unloading freight.....	14,391 03	.....	14,391 03
Porters, watchmen and switchtenders.....	8,467 28	.....	8,467 28
Car cleaning and inspecting, furniture and fixtures.....	9,245 65	6,163 77	3,081 88
Wood and water station attendance.....	6,239 17	2,079 72	4,159 45
Conductors, baggage-masters and brakemen	52,855 75	19,149 90	33,705 85
Engineers and firemen.....	30,436 45	5,507 94	24,928 51
Fuel, and cost of preparing for use.....	52,273 31	21,708 95	30,564 36
Oil and waste for engines and tenders, passenger, baggage and freight cars	6,327 88	2,107 29	4,220 59
Telegraph, mail and station expenses.....	9,302 59	3,100 86	6,201 73
Loss and damage of goods and baggage.....	575 11	.....	575 11
Use of freight cars.....	11,311 71	.....	11,311 71
Damage for injury of persons.....	302 50	100 83	201 67
Damage to property, including damage by fire and cattle killed on road.....	40 00	13 33	26 67
General superintendence.....	8,727 54	2,909 18	5,818 36
Total.....	247,738 88	75,256 07	172,482 81

Receipts on construction and equipment account during the year :

From stockholders.....	None.
From sale of bonds—bonds issued to Pennsylvania company for account equipment.....	\$130,000 00
From other sources.....	1,124 49
Total.....	131,124 49

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Dockage.	Miscellaneous.	Total.
January, 1874.....	\$10,403 22	\$36,046 40	\$1,321 21	\$2,368 36	\$189 21	\$50,328 40
February, 1874	9,432 90	42,473 63	1,235 89	5,468 21	158 64	58,769 27
March, 1874.....	12,503 01	53,715 89	1,292 78	5,136 48	160 34	72,808 50
April, 1874.....	12,439 08	64,629 58	1,292 47	6,925 01	159 80	85,446 24
May, 1874.....	11,299 84	38,309 90	1,292 77	3,223 98	189 26	54,315 75
June, 1874.....	11,647 71	84,858 83	1,292 78	9,576 27	176 38	105,551 97
July, 1874.....	13,497 59	75,546 55	1,321 21	11,860 78	197 02	102,423 15
August, 1874.....	13,721 94	42,368 36	1,292 77	9,307 88	188 27	66,879 22
September, 1874...	15,687 51	60,872 96	1,292 43	8,497 90	213 32	86,564 12
October, 1874.....	12,324 41	73,492 13	1,321 17	4,675 56	166 88	91,980 15
November, 1874...	9,818 42	35,006 42	1,264 29	4,661 44	129 61	50,880 18
December, 1874 ...	10,035 40	30,499 43	1,321 22	2,800 00	100 00	44,756 05
Total.....	142,811 03	637,820 08	15,541 29	72,501 87	2,028 73	\$70,703 00

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$131,124 49
For maintaining the road, &c.—repairs of machinery and operating the road, \$487,225 49, less taxes, \$6,317 28..	486,908 21
For dividends, including December 10, 1874, \$174,685 00, less taxes, \$12,926 69.....	161,758 31
For interest.....	140,922 50
For miscellaneous, (expenses maintaining organization, &c.).....	2,945 56
For surplus fund and United States taxes.....	None.
For municipal taxes: Included in State taxes.	
For State taxes on real estate, tonnage, &c.....	6,317 28
For State taxes on dividends	12,926 69
Total	1,036,903 04
Total excess of expenditures over receipts.....	166,200 04

Cost of transportation :

Cost per passenger per mile, proximate average02 $\frac{1}{5}$ cents.
Cost per ton freight per mile, proximate average.....	$\frac{5.5}{100}$ "

What express and companies run on your road, and on and on what terms? Adams express company, \$30 per day.

What transportation companies run on your road. None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	2
Employees	2	7
Others.....	3	2
	—	—
Total	5	11
	==	==

January 23. Peter Koffman, brakeman, lost thumb and two fingers on right hand while coupling cars at Erie yard.

March 13. Philip Stuart, brakeman, fell in such a manner while coupling cars at Sharpsville yard, that his right foot was badly crushed.

March 21. Wm. C. Livingston, brakeman, right hand caught between drawbars, at Middlesex, cutting off third finger.

April 7. John E. Sloss, brakeman, while coupling cars at Girard, had his left hand and two fingers badly bruised.

June 24. Peter Pauly, farmer, supposed to have been struck by train No. 16, bound north, near Transfer station, at a highway crossing near his residence; injuries resulted in death soon after his discovery; accident not known to engineer or train men at the time.

June 26. D. Gilson, brakeman, hand caught between drawbars, at Sharpsville yard, crushing one finger and bruising hand.

August 13. Michael Stewmiller, struck by train while it was leaving Erie yard; he was taken to the engine house and then handed over to city authorities; died from injuries next day.

August 22. Misses Emma and Mandana Marshall, passengers, attempted to jump off train at Espyville after it had started, in doing so, an ankle was sprained on each.

September 4. J. S. Gillespie, brakeman, finger crushed while coupling cars at Jamestown.

September 24. John Hilston, run over by cars let down upon trestle to be unloaded at Erie docks; died next day from injuries received.

September 28. Wm. Childs, brakeman, foot badly bruised while unloading heavy casting at Albion.

November 14. W. F. Hallett, brakeman, while switching at Shenango, fell between cars which passed over him; died three hours after accident.

November 17. James Hettenbaugh, brakeman fell between cars while switching at New Castle yard; engine and car passed over his body killing him instantly.

November 18. Daughter of Wm. Jamieson, while walking on trestle at Sharon, near water tank, was struck by train and thrown from the track ; one foot was so badly crushed that it was amputated at the ankle.

December 24. Jacob Schell, while walking on the track near Rawles furnace, was struck by train ; his injuries were a simple fracture of the skull and three ribs broken ; will probably recover.

The Erie and Pittsburg railroad is leased to the Pennsylvania railroad company for the period of 999 years, from the 1st day of March, A. D. 1870, and is operated by the Pennsylvania company under said lease.

NAME AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. L. Scott	Erie, Pa.
Milton Courtright.....	Erie, Pa.
David Dows.....	New York, N. Y.
John F. Traey.....	Chicago, Ill.
Joseph M'Carter.....	Erie, Pa.
Charles M. Reed.....	Erie, Pa.
Wm. Brewster.....	Erie, Pa.
Wm. L. Scott, President.....	Erie, Pa.
Wm. Brewster, Seeretary and Treasurer.....	Erie, Pa.

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, }
Fayette County, } ss :

Personally appeared William Beeson, president, and William H. Bailly, treasurer, of the Fayette County railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending August 31, 1874, are true, to the best of their knowledge and belief.

(Signed,) WILLIAM BEESON, *President.*
WILLIAM H. BAILY, *Treasurer.*

Sworn and subscribed before me, this }
30th day of October, 1874. }

MARSHALL N. LEWIS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed.....	98,350 00
Amount paid in as by last report, (besides this there were donations, \$1,040,).....	125,395 71

RAILROAD REPORT.

187

Total amount now paid in of capital stock.....	\$125,395 71
Funded debt as per last report, and amount now; floating debt as per last report, and amount now; total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Four cash dividends, December 1, March 1, June 1 and September 1, each \$1 00 per share, or 8 per cent.	
Number of shares of stock issued.....	2,148
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share, (besides their old stock, the present stockholders paid in cash).....	16 66 $\frac{2}{3}$
Amount of capital on which the respective dividends were declared	167,400 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (as near as we can ascertain,)..	\$130,000 00	\$130,000 00
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Connellsville,	12.66 $\frac{2}{3}$ miles.
Length of main line of road laid.....	12.66 $\frac{2}{3}$ “
Length of main line of road laid in Pennsylvania.....	12.66 $\frac{2}{3}$ “
Length of double track of road.....	None.
Length of sidings, (these are continually changing to accommodate coke works, and are supposed now to be between 4,000 and 5,000 feet.)	
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	43 pounds.
Branch roads owned, and roads worked or leased by the company	None.
Number of engine houses and shops	1 of each.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, some of them have been changed by the lessee, supposed to be 2,000 feet.).....	22
Number of culverts, (total length in feet; never measured; supposed openings to be from 100 to 150 feet.).....	10
Number of stations on main road: Passenger, 7; freight, 9; total.....	16

Number of wood and water stations on main road : No wood, 2 water, total.....	2
Value of real estate held by the company exclusive of road- way, this is increasing ; supposed to be \$2,500 to \$3,000.	
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross-ties, laid on broken stone, and filled in with broken stone.	
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
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SUMMARY OF PAYMENTS.

For construction, equipment and maintaining the road, &c.—repairs of machinery and operating the road.....	Nothing.
Dividends.....	\$8,592 00
Interest, miscellaneous, surplus fund and municipal taxes,	None.
State taxes, for 1873.....	429 60
Total	\$9,021 60
Total amount of surplus fund	None.

This road is leased to the Pittsburg and Connellsville railroad company for ninety-nine years, from November 1, 1864, and all questions not answered by us, is supposed to fall to them.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Daniel Kaine.....	Uniontown, Pa.
A. D. Ewing.....	Uniontown, Pa.
E. B. Dawson.....	Uniontown, Pa.
J. M. Thompson.....	Uniontown, Pa.
Jno. M. Hadden.....	Uniontown, Pa.
W. H. Baily	Uniontown, Pa.
William Beeson, President.....	Uniontown, Pa.
William H. Baily, Secretary and Treasurer.....	Uniontown, Pa.

FRANKFORD AND HOLMESBURG.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, Lewis Thompson, president, and Maxwell Rowland, treasurer, of the Frankford and Holmesburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 15, 1874, are true, to the best of their knowledge and belief.

(Signed) LEWIS THOMPSON, *President.*
 MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of January, 1875. }

AMOS C. SHALLCROSS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed, (2,000 shares,).....	100,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock	100,000 00
Funded debt as per last report.....	50,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1889,)....	50,000 00
Floating debt as per last report.....	5,342 36
The amount now of floating debt	5,342 36
Total amount now of floating and funded debt.....	55,342 36
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	
Cash, January 1.....	3 per cent.
Number of shares of stock issued.....	2,000
Par value of each share	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share	\$50 00
Amount of capital stock on which the respective dividends were declared.....	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$159,427 07	\$159,427 07

Equipment: The road has been leased to the Philadelphia and Trenton railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Holmesburg Junction to Bustleton.....	$4\frac{1.5}{100}$ miles.
Length of main line of road laid	$4\frac{1.5}{100}$ "
Length of main line of road laid in Pennsylvania.....	$4\frac{1.5}{100}$ "
Length of double track of road.....	None.
Length of sidings.....	$\frac{7.3}{100}$ miles.
Gauge of road.....	4 ft. 10 inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned, worked or leased by the company...	None.
Number of engine houses.....	1
Number of wooden bridges, (total length in feet, 1,330,)..	5
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 380,).....	6
Number of railroads crossed.....	None.
Number of stations on main road: Passenger.....	4
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way	\$2,000 00
Number of tunnels	None.
How is track laid and on what foundation? Cross ties and fish joints.	
Length in miles laid with steel rail.....	None.

This road is leased to the Philadelphia and Trenton railroad company from January 1, 1871, for ten years, and would respectfully refer to them for any further information.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Andreas Hartel.....	Philadelphia.
Prestley Blakiston.....	Philadelphia.
George S. Clark.....	Holmesburg, Pa.
Josiah Bacon.....	Philadelphia.
Edmund Smith.....	Philadelphia.
J. Tunis Way.....	Philadelphia.
Ben. F. Crispin.....	Philadelphia.
Robt. N. Murray.....	Bustleton, Pa.
William Dedaker.....	Bustleton, Pa.
Jos. M. Banes.....	Bustleton, Pa.
John B. William.....	Bustleton, Pa.
Maxwell Rowland.....	Holmesburg, Pa.
Lewis Thompson, President.....	Philadelphia.
B. F. Crispin, Secretary.....	Philadelphia.
Maxwell Rowland, Treasurer.....	Holmesburg.

HANOVER JUNCTION AND SUSQUEHANNA.

OFFICE OF THE HANOVER JUNCTION AND
SUSQUEHANNA RAILROAD COMPANY, }
COLUMBIA, PA., Jan. 23, 1875. }

Hon. HARRISON ALLEN, *Auditor General*:

The road of this company extending from near Landisville to a point at or near the junction of the Hanover Branch, in York county, which has been surveyed is about 34 miles in length. It is unfinished, with about four (4) miles of the heaviest work nearly graded.

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed.....	112,100 00
Amount paid in and expended on work.....	21,551 60

We have no bonded debt or stock issued. We expect to have a portion of our road finished and in running order during the approaching summer.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
R. T. Ryon.....	Columbia, Pa.
J. S. Given.....	Columbia, Pa.
J. G. Hess.....	Columbia, Pa.
Franklin Hinkle.....	Columbia, Pa.
J. C. Fuller.....	Philadelphia.
James Ryon.....	Pottsville, Pa.
S. C. Heistand.....	Marietta, Pa.
J. Z. Lindemuth.....	Marietta, Pa.
Henry Copenheffer.....	Columbia, Pa.
R. T. Ryon, President.....	Columbia, Pa.
J. S. Given, Secretary and Treasurer.....	Columbia, Pa.

Very respectfully,

J. S. GIVEN, *Secretary*.

HANOVER BRANCH.

STATE OF PENNSYLVANIA, }
 York County, } ss:

Personally appeared A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Branch railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*

R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, 1875. }

C. W. FORNEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	116,850 00
Amount paid in as by last report.....	116,850 00
Total amount now paid in of capital stock.....	116,850 00
Funded debt as per last report, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash.....	5 per cent.
Number of shares of stock issued.....	2,337
Par value of each share.....	\$50 00
Average market value during the year.....	72 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	116,850 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$203,968 84	\$205,169 88
Equipment.....	84,382 22	85,346 30
Total.....	288,351 06	290,516 18

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Hanover Junction	12.5 miles.
Length of main line of road laid.....	12.5 "
Length of main line of road laid in Pennsylvania..	12.5 "
Length of double track of road.....	None.
Length of sidings	2 $\frac{460}{1700}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track	50 and 56 lbs.
Branch roads owned, by the company.....	None.
Roads worked by the company, viz: Littlestown railroad, Bachman Valley railroad, and Susquehanna, Gettysburg and Potomac railway.	
Number of engine houses and shops.....	4
Number of engines.....	7
Number of first class passenger cars, (average cost of each, \$4,000,).....	3
Number of second class passenger cars, (average cost of each, \$2,000,)	2
Number of baggage, mail and express cars, (average cost of each, \$800,).....	3
Number of freight cars: House cars, (average cost of each, \$450,)	7
Number of coal and stone cars: Coal, 6; stone, 24; (aver- age cost of each, \$200;) total.....	30
Number of caboose cars.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 199,)...	11
Number of culverts, (total length in feet, 78,).....	21
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 7; freight, 7; total.....	14
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way	\$11,200 00
Number of tunnels	None.
How is track laid, and on what foundation? Part on earth and part on stone ballast,	
Length in miles laid with steel rail.....	2,500 feet.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	32,100
Number of miles run by freight trains.....	16,050
Number of through passengers for the year on main road,	30,208
Number of passengers (all classes) carried in cars.....	44,205
Number of tons of 2,000 lbs. of through freight for the year on main road.....	144,338
Number of passengers carried one mile	533,335
Number of tons of freight carried one mile.....	1,536,611
Number of passengers carried one mile in the State of Penn- sylvania.....	533,335
Number of tons of freight carried one mile in the State of Pennsylvania	1,536,611
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	144,338
Average rate of speed adopted by ordinary passenger trains, including stops, miles per hour.....	18
Average rate of speed adopted by express trains, including stops	18
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines.....	19 to 30 tons.
Weight of freight engines.....	19 to 30 tons.

Monthly statement of passengers (all classes) carried in cars:

November, 1873.....	2,465	June, 1874.....	3,420
December, 1873.....	3,329	July, 1874.....	3,958
January, 1874.....	3,310	August, 1874.....	4,710
February, 1874.....	2,798	September, 1874.....	4,184
March, 1874.....	3,388	October, 1874.....	4,662
April, 1874.....	3,586	November, 1874.....	3,130
May, 1874.....	4,018	December, 1874.....	3,041

The amount of freight, specifying the quantity in tons, of 2,000 pounds:

Anthracite coal.....	27,525	Agricultural products, merchan- dise and manufactures.....	36,629
Bituminous coal.....	2,111	Live stock.....	1,492
Iron ore.....	62,122	Lumber.....	10,220
Lime.....	4,239		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3½ cents.
For first class way passengers.....	4 “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, through coal, local freight and local coal, per ton per mile, (average,).....	3 $\frac{3}{10}$ cents.
---	-------------------------

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$12,541 63
Taxes on real estate and other taxes.....	2,333 13
Total.....	<u>14,874 76</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$6,509 45
Repairs of passenger, baggage and freight cars.....	4,930 85
Repairs of tools and machinery in shops.....	292 51
Total.....	<u>11,732 81</u>

Operating the road:

Office expenses, stationery, &c.....	\$418 61
Agents and clerks.....	1,481 60
Labor—loading and-unloading freight.....	480 00
Car cleaning and inspecting, furniture and fixtures.....	228 00
Conductors, baggagemasters and brakemen.....	5,621 33
Engineers and firemen	5,682 39
Fuel, and cost of preparing for use.....	10,861 91
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,116 60
Telegraph, mail and station expenses.....	72 00
Loss and damage of goods and baggage.....	436 00
Use of freight cars.....	2,284 28
Damage for injury of persons, and to property, including damage by fire and cattle killed on road.....	None.
General superintendence.....	750 00
Contingencies.....	76 57
Total.....	<u>29,077 65</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources	<u>Nothing.</u>
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HANOVER BRANCH

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars and work- ing other roads.	Miscella- neous.	Total.
January, 1874...	\$1,261 54	\$3,857 91	\$94 42	\$1,325 70	\$184 83	\$6,724 40
February, 1874..	1,071 98	3,490 65	94 29	1,777 40	30 00	6,464 32
March, 1874.....	1,285 92	4,553 33	103 78	1,262 20	28 95	7,234 18
April, 1874.....	1,531 33	4,791 69	102 86	1,286 60	36 38	7,748 86
May, 1874.....	1,504 32	5,402 99	105 61	1,413 60	219 27	8,645 79
June, 1874.....	1,338 18	4,672 40	121 18	2,797 00	27 00	8,955 76
July, 1874.....	1,510 83	3,531 48	111 05	1,325 70	88 81	6,567 87
August, 1874....	1,972 75	4,798 43	106 84	1,276 60	76 87	8,231 49
September, 1874,	1,818 81	4,411 17	145 89	1,562 60	49 50	7,987 97
October, 1874...	1,903 22	4,233 84	103 37	2,591 60	113 89	8,945 92
November, 1874,	1,205 21	3,660 80	104 42	1,515 90	78 59	6,564 92
December, 1874,	1,199 97	3,321 91	128 26	2,280 94	135 02	7,066 10
Total	17,604 03	50,726 60	1,321 97	20,415 84	1,069 11	91,137 58

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$290,516 18
For maintaining the road, &c.—repairs of machinery and operating the road.....	55,685 22
For dividends.....	11,685 00
For interest.....	None.
For miscellaneous	584 76
For surplus fund.....	57,250 00
For municipal taxes.....	28 40
State taxes	2,304 73
Total.....	<u>418,054 29</u>

Cost of transportation :

Cost per passenger per mile, and per ton freight per mile, proximate average : Not ascertained.

What express companies run on your road, and on what terms? Adams express company, 12 cents per 100 pounds.

What transportation companies run on your road, and on what terms? Pennsylvania fast local freight, and Baltimore fast freight, at regular rates.

ACCIDENTS.

Employees	Injured. <u>3</u>
-----------------	----------------------

1874.

September 15. Eli Schisler, arm fractured while coupling cars at Kauffman's switch.

November 12. Wilson Hathorn, two fingers crushed while coupling freight cars at Hanover Junction.

December 22. B. F. Meyers, finger mashed while coupling cars at Hanover Junction.

On the 19th of November, 1874, the Hanover Branch railroad company was consolidated with the Susquehanna, Gettysburg and Potomac railway company, and a new company formed under the name, style and title of the Hanover Junction, Hanover and Gettysburg railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob Forney.....	Hanover, Pa.
John Nyman.....	Hanover, Pa.
Peter Flickinger.....	Hanover, Pa.
Reuben Young.....	Hanover, Pa.
William Grumbine.....	Hanover, Pa.
Henry Wirt.....	Hanover, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
Henry Wirt, Secretary.....	Hanover, Pa.
R. A. Eichelberger, Treasurer.....	Hanover, Pa.

HARRISBURG, PORTSMOUTH, MOUNT JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas A. Scott, president, and George Taber, treasurer, of the Harrisburg, Portsmouth, Mount Joy and Lancaster railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending August 31, 1874, are true, to the best of their knowledge and belief.

(Signed) THOMAS A. SCOTT, *President.*
 GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me this }
 13th day of November, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed.....	1,182,550 00
Amount paid in as by last report.....	1,182,550 00
Total amount now paid in of capital stock.....	1,182,550 00
Funded debt as per last report.....	700,000 00
The amount now of funded debt, (classified and date of maturity, as follows :	

1st mortgage bonds, (date of maturity, July 1, 1882,)..	\$700,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	700,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January 10 and July 10.....	7 per cent.
Number of shares of stock issued.....	23,651
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>1,182,550 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction at time of lease to Pennsylvania railroad company.....	<u>\$1,882,550 00</u>	<u>\$1,882,550 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Dillerville to Harrisburg,	36	miles.
Length of main line of road laid..	36	"
Length of main line of road laid in Pennsylvania.....	36	"
Length of double track of road, (branch intersection to Harrisburg,).....	10	"
Length of sidings, including those of private parties.....	9.61	"
Gauge of road.....	4 feet 8½ ins.	
Weight of rail per yard on main track.....	64 and 67 lbs.	
Branch roads owned by the company, and their length, viz:		
From Columbia to Middletown.....	18	miles.
Number of engine houses and shops: Included in return of Pennsylvania railroad company.		•
Number of iron bridges, (total length in feet, 1,628½,)....	53	
Number of wooden bridges, (total length in feet, 782½,)....	7	
Number of stone bridges.....	None.	
Number of culverts.....	68	
Number of railroads crossed.....	1	
Number of stations on main road: Passenger, 14; freight and passenger, 11; total.....	25	
Number of wood and water stations on main road.....	5	
Value of real estate held by the company, exclusive of road way: All included in cost of road.		

Number of tunnels, (length of each, 200 and 900 feet,) . . .	2
How is track laid, and on what foundation? Cross-ties, resting on ballast of broken stone and furnace cinder.	
Length in miles laid with steel rail.....	27.11

SUMMARY OF PAYMENTS.

For dividends.....	\$82,778 50
For interest.....	42,000 00
For State taxes	4,842 42
Total	129,620 92
Total amount of surplus fund.....	\$28,950 39

The H., P., Mt. J. and L. railroad is leased to the Pennsylvania railroad company for 999 years from December 29, 1860.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott	Philadelphia.
Josiah Bacon	Philadelphia.
Wistar Morris	Philadelphia.
George B. Roberts.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Strickland Kneass	Philadelphia.
James Magee.....	Philadelphia.
James Young.....	Middletown, Pa.
Lewis Elkin.....	Philadelphia.
Thomas A. Scott, President.....	Philadelphia.
George Taber, Secretary and Treasurer.....	Philadelphia.

HARRISBURG AND POTOMAC.

STATE OF PENNSYLVANIA, }
Cumberland County, } ss :

Personally appeared Daniel V. Ahl, president, and John Evans, treasurer, of the Harrisburg and Potomac railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed)

DANIEL V. AHL, *President.*

JOHN EVANS, *Treasurer.*

Sworn and subscribed before me, this }
16th day of January, 1875. }

WILLIAM WOODBURN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$217,000 00
Amount paid in as by last report.....	118,390 00
Total amount now paid in of capital stock.....	121,519 43
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	\$225,860 00
The amount now of floating debt.....	263,731 44
Total amount now of floating and funded debt.....	263,731 44
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	965 $\frac{3}{4}$
Par value of each share.....	\$100 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$264,870 00	\$345,014 82
Equipment	4,380 00	5,716 05
Total cost	269,250 00	350,730 87

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg to Waynesboro'.....	60 miles.
Length of main line of road laid.....	12 $\frac{5}{10}$ "
Length of main line of road laid in Pennsylvania.....	12 $\frac{5}{10}$ "
Length of main line and branch graded, including that laid as above, about	40 miles.
Length of double track of road.....	None.
Length of sidings.....	$\frac{8}{10}$ miles.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company and their length, viz:	
Branch to ore bank, 2 miles; from main line 10 miles west of Harrisburg to Littlestown, 30 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops	1
Number of engines, first class passenger, baggage, mail and express cars.....	None.
Number of second class passenger cars, (cost, \$500,)....	1

Number of freight cars : Horse cars, (average cost of each, \$750,) 2 ; trucks, (average cost of each, \$625,) 4 ; total,	6
Number of coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 430,)....	8
Number of culverts, (total length in feet, 222).....	56
Number of railroads crossed.....	2
Number of stations on main road : Passenger and freight,	5
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road way	\$75,300 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation ? Cross ties on . stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

On these points the company is not able to report, inasmuch as the road has not yet been taken off the contractors' hands. The contractors have operated the main line from Barnit's Mill to the Dillsburg and Mechanicsburg railroad, and the ore branch road leading from the main line to the Philadelphia and Reading coal and iron company's iron ore mines, on the Boiling Springs' estate, aggregating a distance of 13.1 miles since the month of August last past. But the company has no data from which to report the amount of business thus done by the contractors with exactness. It is expected by the examining committee that the road now laid will in a short time be completed in accordance with the contract for its completion, when the company will take that portion in their own hands and operate it.

The rate per ton (of 2,000 pounds,) per mile charged for freight :

These points are not answered for the same reasons given before, viz : The road not being operated by the company and it not having sufficient data from which to answer the points with sufficient accuracy.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Daniel V. Ahl.....	Newville, Pa.
John Moore.....	Centreville, Pa.
Wm. H. Longsdaff.....	Centreville, Pa.
George Clever.....	Cleversburg, Pa.
Wm. M'Lellan.....	Chambersburg, Pa.
Alexander Underwood.....	Mechanicsburg, Pa.
J. H. Marsden.....	York Springs boro', Pa.
Joshua Hunt.....	Catasauqua, Pa.
Asbury Derland	Boiling Springs, Pa.
Daniel V. Ahl, President.....	Newville, Pa.
John Evans, Secretary and Treasurer.....	Carlisle, Pa.

HOMER, CHERRY TREE AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Indiana County, } ss :

Personally appeared, R. H. M'Cormick, late president, and E. B. Camp, late secretary, of the Homer, Cherry Tree and Susquehanna railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending 31st December, 1874, are true, to the best of their knowledge and belief.

(Signed) R. H. M'CORMICK, *President.*
E. B. CAMP, *Secretary.*

Sworn and subscribed before me, this }
20th day of March, 1875. }

JOHN EASON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed	\$105,300 00
Amount paid in as by last report	8,544 60
Total amount now paid in of capital stock.....	9,000 00
Floating debt as by last report.....	6,000 00
The amount now of floating debt.....	7,000 00
Number of shares of stock issued. No certificates of stock issued.	
Par value of each share	\$50 00
Average market value during the year.....	Nothing.
Amount paid in on each share: 20 per cent. assessed but not collected in full.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$13,201 24	\$13,201 24

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Homer to Clearfield	70 miles.
Proposed length of main line of road laid, and length of main line of road laid in Pennsylvania.....	None.

Proposed gauge of road.....	3 feet.
Proposed weight of rail per yard.....	Not decided.
Number of miles of road graded.....	<u>2</u>

GRANT, INDIANA COUNTY, PA., }
 February 26, 1875. }

AUDITOR GENERAL, *Harrisburg, Pennsylvania:*

DEAR SIR:—Yours of the 25th, respecting the annual report of the Homer, Cherry Tree and Susquehanna railroad company, is received. In reply, would say that the blanks sent to Captain R. H. M'Cormick, president, together with all the papers relating to the business of the railroad (except the books) were burned a week ago in M'Cormick's house, which, with all its contents was consumed by fire.

The status of the company remains the same as at the last report. There has been no election, no meeting of stockholders or officers for the transaction of business for more than two years. The officers last elected, not being sustained by the stockholders in their efforts to liquidate the debts of the company, and the term for which they were elected having long since expired, arrangements have been commenced to bring the matter before our county court at the next session, in order that an assignment may be made of all the remaining assets for the benefit of the creditors.

If under these circumstances it is required that we should make out a report in form, please forward us blanks and we will do the best we can in the absence of the papers which have been lost by fire.

Very truly yours, &c.,

E. B. CAMP,

Late Secretary of Homer, Cherry Tree and Susquehanna R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. Peddicord.....	Philips Mills, Indiana Co., Pa.
Daniel Zack.....	Philips Mills, Indiana Co., Pa.
John Williams.....	Pine Flats, Indiana Co., Pa.
E. H. Grumbling.....	Pine Flats, Indiana Co., Pa.
John Laru.....	Minta, Indiana Co., Pa.
Porter Kinports.....	Grant, Indiana Co., Pa.
E. B. Camp.....	Grant, Indiana Co., Pa.
A. Stewart.....	Penn Run, Indiana Co., Pa.
James G. Stewart.....	Brushvalley, Indiana Co., Pa.
Richard Smith.....	Minta, Indiana Co., Pa.
Jackson Patchin.....	Burnside, Indiana Co., Pa.
A. W. Patchin.....	Patchinville, Clearfield Co., Pa.
R. H. M'Cormick, President.....	Grant, Indiana Co., Pa.
E. B. Camp, Secretary.....	Grant, Indiana Co., Pa.
E. H. Grumbling, Treasurer.....	Pine Flats, Indiana Co., Pa.

HUNTINGDON AND BROAD TOP MOUNTAIN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. Andrews Knight, president, and J. P. Aertsen, treasurer, of the Huntingdon and Broad Top Mountain railroad and coal company, and in due form of law, made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

B. ANDREWS KNIGHT, *President.*

J. P. AERTSEN, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of February, 1875. }

GEO. C. SHELMERDINE, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,300,000 00	
Amount of stock subscribed.....	1,998,250 00	
Amount paid in as by last report, (full paid,).....	1,998,250 00	
Total amount now paid in of capital stock, (full paid,)....	1,998,250 00	
Funded debt as per last report.....	2,270,966 09	
The amount now of funded debt, (classified and date of maturity,) as follows :		
1st mortgage bonds, (date of maturity, September 30, 1890,).....	\$416,000 00	
2d mortgage bonds, (date of maturity, January 31, 1875,).....	367,500 00	
3d mortgage bonds, (date of maturity, March 31, 1895,).....	1,379,000 00	
Scrip	106,140 29	
		2,268,640 29
Floating debt as per last report		None.
The amount now of floating debt		None.
Total amount now of funded debt.....		2,268,640 29
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; scrip, 6 and 7 per cent.		
Date and rate per cent. per annum of dividend or dividends,		None.
Number of shares of stock issued.....		39,965

Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	Full paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment in one ac- count on books.....	\$4,154,801 27	\$4,184,917 57

CHARACTERISTICS OF ROAD.

Length of main line of road, from Huntingdon to Mt. Dallas,	45 miles.
Length of main line of road laid.....	45 "
Length of main line of road laid in Pennsylvania	45 "
Length of double track of road.....	None.
Length of sidings.....	16½ miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track	56 and 60 lbs.
Branch roads owned by the company and their length, viz: Shoup's Run, 9¼ miles ; Six Mile Run, 4½ miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops : 3 engine houses ; 1 machine shop, and 1 car shop.	
Number of engines	20
Number of first class passenger cars, (average cost of each, \$5,500,).....	4
Number of second class passenger cars, (average cost of each, \$2,000,).....	3
Number of baggage, mail and express cars: new, (average cost of each, \$4,000,) 3 ; old, (cost, \$3,000,) 1.....	4
Number of freight cars: trucks, (average cost of each, \$300,).....	12
Number of coal, ore and stone cars: Coal, 44 four-wheel, (average cost of each, \$300,) 15 eight-wheel ; Stone, 6 eight-wheel ; total eight-wheel, 21, (average cost of each, \$600 ;) ore, none ; total.....	65
Number of caboose cars, (average cost of each, \$456,)....	9
Number of wooden bridges, (total length in feet, 9,652,)..	40
Number of iron and stone bridges, culverts, and number of railroads crossed.....	None.
Number of stations on main road : Passenger, 17 ; freight, 17 ; total.....	34
Number of wood and water stations on main road.....	12

Value of real estate held by the company exclusive of road way : Two collieries and about 2,500 acres of land ; cannot say what is the cash value ; same, however, as heretofore.

Number of tunnels.....	None.
How is track laid, and on what foundation ? On white oak cross ties, ballasted in part with cinder and gravel.	
Length in miles laid with steel rail.....	2

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	54,520
Number of miles run by freight trains.....	27,810
Number of miles run by coal trains.....	112,942
Number of through passengers for the year on main road..	8,064½
Number of passengers (all classes) carried in cars.....	73,892½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	90,125
Number of passengers carried one mile.....	1,153,658
Number of tons of freight carried one mile.....	10,819,453
Number of passengers carried one mile in the State of Pennsylvania	1,153,658
Number of tons of freight carried one mile in the State of Pennsylvania	10,819,453
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	385,239
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles, per hour,)..	20
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines, (2,000 lbs. per ton,)	30 tons.
Weight of freight engines, (2,000 lbs. per ton,).....	45 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874	6,123	July, 1874.....	8,055
February, 1874.....	4,784	August, 1874.....	7,413½
March, 1874.....	5,725½	September, 1874.....	6,526
April, 1874.....	6,442	October, 1874	5,984½
May, 1874.....	5,833	November, 1874.....	4,885½
June, 1874.....	7,367	December, 1874.....	4,753½

The amount of freight specifying the quantity in tons :

Anthracite coal.....	1,294	Iron and other ores.....	37,272
Bituminous coal.....	298,056	Stone and lime.....	14,540
Petroleum and other oils.....	183	Agricultural products.....	3,175
Pig iron.....	6,948	Merchandise and manufactures..	4,048
Manufactured and other iron or castings	730	Live stock	174
		Lumber.....	18,819

The rate of fare for passengers charged for the respective classes per mile as follows :

For first-class through and way passengers.....	<u><u>3$\frac{1}{2}$ cents.</u></u>
---	--

The rate per ton (of 2,000 pounds) per mile, charged for freight :

For through freight, proximate, per ton per mile.....	2 $\frac{1}{2}$ cents.
For through coal per ton per mile.....	1 $\frac{1}{9}$ “
For local freight per ton per mile, according to distance..	2 to 5 “
For local coal.....	<u><u>2$\frac{4}{5}$ “</u></u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$81,136 50	\$20,284 12	\$60,852 38
Taxes on real estate.....	537 38	.....	.....
Total	81,673 88	20,284 12	60,852 38
REPAIRS OF MACHINERY.			
Repairs of engines and tenders, passenger, baggage and freight cars	\$17,734 28	\$2,955 71	\$14,778 57
Repairs of tools and machinery in shops.....	1,798 53	299 76	1,498 77
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	10,930 87	1,821 81	9,109 06
Total	30,463 68	5,077 28	25,386 40
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,590 41	\$397 60	\$1,192 81
Agents and clerks.....	9,704 30	2,426 07	7,278 23
Labor—loading and unloading freight.....	480 00	.....	480 00
Porters, watchmen and switch tenders.....	410 00	102 50	307 50
Wood and water station attendance.....	417 17	69 53	347 64
Conductors, baggagemasters, brakemen, engineers and firemen.....	30,669 09	5,111 52	25,557 57
Fuel and cost of preparing for use.....	8,449 48	1,408 24	7,041 24
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,065 55	344 26	1,721 29
Telegraph, mail and station expenses.....	5,140 80	1,285 20	3,855 60
Use of freight cars.....	5,642 40	.....	5,642 40
Damage to property, including damage by fire and cattle killed on road.....	3,419 81	.....	3,419 81
General superintendence.....	3,000 00	1,000 00	2,000 00
Contingencies	1,612 15	403 04	1,209 11
Total.....	72,601 16	12,547 96	60,053 20

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds.....	None.
From other sources	\$24,321 56

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and Express	Miscellaneous.	Total.
January, 1874.....	\$2,989 76	\$21,678 30	\$350 00	\$267 60	\$25,285 66
February, 1874.....	2,200 38	24,230 45	350 00	109 59	26,890 42
March, 1874.....	2,575 69	25,402 71	350 00	466 83	28,795 23
April, 1874.....	2,944 59	20,498 22	350 00	466 15	24,258 96
May, 1874.....	2,746 71	20,380 64	350 00	419 40	23,896 75
June, 1874.....	3,185 06	20,952 75	350 00	580 76	25,068 59
July, 1874.....	3,673 09	16,205 46	350 00	361 98	20,590 53
August, 1874.....	5,416 47	21,806 41	350 00	248 38	27,821 26
September, 1874.....	3,880 12	18,225 22	350 00	155 80	22,611 14
October, 1874.....	3,222 52	16,764 88	350 00	153 09	20,490 49
November, 1874.....	2,600 54	17,823 21	350 00	124 52	20,898 27
December, 1874.....	2,320 26	15,106 58	350 00	336 56	18,113 40
Total.....	37,755 19	239,074 83	4,200 00	3,690 66	284,720 68

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$24,321 56
For maintaining the road, &c.—repairs of machinery and operating the road.....	184,738 72
For interest.....	82,050 37
For miscellaneous	14,770 77
For dividends, surplus fund and municipal taxes	None.
For State taxes.....	911 85
Total.....	306,793 27

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 $\frac{3}{10}$ cents.
Cost per ton freight per mile, proximate average	1 $\frac{2}{5}$ "

What express companies run on your road, and on what terms? Adams express company, \$100 per month.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	5
Others.....	1	1
Total.....	1	6

1874.

January 10. Oliver Hollingshead, fireman, one bone in the right forearm broken, cause unknown, supposed by a twist of the bar in firing.

February 13. Engine No. 18, thrown over bank, caused by running into a rock on track near Hopewell; W. W. Colter, master mechanic, had right leg broken; John Westbrook, engineer, swag run into thigh; Wm. Estepp, conductor, ankle sprained.

March 5. Henry Carberry, brakeman, right forearm jammed, caught between bumpers of cars while coupling.

June 1. Frank Hamilton, leg cut off at ankle, caused by falling from cars, one mile below Dudley; not an employee.

April 11. John Williams, aged 12 years, killed at Dudley station, caused by being caught between cars and platform of depot whilst attempting to get on train.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. Wilson.....	Philadelphia.
John Devereaux.....	Philadelphia.
Wm. Cummings.....	Philadelphia.
James Long.....	Philadelphia.
Wm. Whitaker.....	Philadelphia.
C. D'Invilliers.....	Philadelphia.
C. W. Wharton.....	Philadelphia.
Joseph H. Trotter.....	Philadelphia.
Wm. P. Jenks.....	Philadelphia.
I. V. Williamson.....	Philadelphia.
John B. Wood.....	Philadelphia.
D. J. Morrell.....	Johnstown.
B. Andrews Knight, President.....	Philadelphia.
J. P. Aertsen, Secretary and Treasurer.....	Philadelphia.

IRONTON.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss :

Personally appeared, Eli J. Saegar, president, and Charles Stewart Wurts, treasurer, of the Ironton railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) ELI J. SAEGAR, *President.*

CHARLES STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, 1875. }

JOSHUA STAHLER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock, reduced by vote of stockholders April 30, 1874, to.....	200,000 00
Funded debt as per last report.....	100,000 00
The amount now of funded debt, (classified and date of ma- turity,) as follows :	
Income bonds due July 1 1885, interest payable in gold,	200,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	200,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent. gold.
Date and rate per cent. per annum of dividend or dividends,	
Cash, October 1, 1874.....	6 per cent.
Number of shares of stock issued.....	4,000
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$50 00
Amount of capital on which the dividend was declared...	200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$250,000 00	\$250,000 00
Equipment.....	18,000 00	18,000 00
Total cost.....	<u>\$268,000 00</u>	<u>\$268,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Coplay to Ironton and Orefield	10 miles.
Length of main line road laid.....	11 "
Length of main line of road laid in Pennsylvania.....	11 "
Length of double track of road.....	None.
Length of sidings	2 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track, 50 to 57 pounds.	
Branch roads owned, and roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges, and number of culverts,	None.
Number of wooden bridges, (total length in feet, 150,)....	5
Number of railroads crossed, and number of stations on main road	None.
Number of wood and water stations on main road	2
Value of real estate held by the company exclusive of road-way, (assessed,)	\$32,330 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? Oak ties and furnace cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and coal trains.....	None.
Number of miles run by freight trains, about.....	9,920
Number of through passengers for the year on main road, passengers (all classes) carried in cars, passengers carried one mile, and passengers carried one mile in the State of Pennsylvania.....	None.
Number of tons of 2,240 lbs. of through freight for the year on main road.....	86,831.03

Number of tons of freight carried one mile.....	62,541.01
Number of tons of freight carried one mile in the State of Pennsylvania.....	62,541.01
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,).....	None.
Average rate of speed adopted by freight trains, including stops, about.....	6 miles.
Weight of freight engines	25 to 30 tons.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	8,588.16
Iron and other ores	50,744.07
Stone and lime.	24,290.02
Other articles	3,207.18

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight per ton per mile	3 to 10 cents.
For through coal per ton per mile.....	3 to 10 “
For local freight per ton per mile.....	3 to 10 “
For local coal per ton per mile.....	3 to 10 “

EXPENSES—ALLOTTED TO FREIGHT TRANSPORTATION.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$4,574 50
Taxes on real estate	375 59
Total	4,950 09

Repairs of machinery :

Repairs of engines and tenders	\$107 69
--------------------------------------	----------

Operating the road :

Engineers, firemen and brakemen	\$4,093 68
Fuel, and cost of preparing for use.....	1,276 75
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	228 83
Tolls over other roads	189 32
General superintendence.....	3,150 00
Contingencies	563 49
Total.	9,502 07

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds, and other sources..... Nothing.

RECEIPTS—*Freight.*

January, 1874.....	\$2,655 35
February, 1874.....	2,552 01
March, 1874.....	2,956 26
April, 1874.....	2,674 10
May, 1874.....	2,378 60
June, 1874.....	3,066 95
July, 1874.....	2,354 05
August, 1874.....	2,634 07
September, 1874.....	2,697 82
October, 1874.....	2,778 92
November, 1874.....	3,112 14
December, 1874.....	3,346 43
Total	33,206 70

SUMMARY OF PAYMENTS.

For construction and equipment.....	None.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$14,184 26
Dividends.....	12,000 00
Interest.....	4,666 67
Miscellaneous, and surplus fund.....	None.
Municipal taxes.....	375 59
State taxes	753 32
Total	31,979 84

COST OF TRANSPORTATION.

Cost per ton of freight per mile, proximate average, about, 2⁹/₁₀ cents.

What express and transportation companies run on your road? None.

ACCIDENTS.

Employees	Injured. 1
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February 10, 1874. Joseph Menenheimer had his foot slightly crushed while coupling cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. J. Sager.....	Allentown, Pa.
R. M'Allister.....	Allentown, Pa.
R. L. Kennedy.....	New York city.
L. V. Kennedy.....	New York city.
C. S. Wurts.....	Philadelphia, Pa.
E. J. Sager, President.....	Allentown, Pa.
Chas. Stewart Wurts, Secretary and Treasurer	Ironton, Pa.

JAMESTOWN AND FRANKLIN.

STATE OF OHIO, }
Cuyahoga County, } ss :

Personally appeared James Miles, president, and C. P. Leland, auditor, of the Jamestown and Franklin railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

JAMES MILES, *President,*
C. P. LELAND, *Auditor.*

Sworn and subscribed before me, this }
24th day of February, 1875. }

NICHOLAS BARTLETT,
Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed	634,050 00
Amount paid in as by last report.....	605,027 50
Total amount now paid in of capital stock.....	605,027* 50
Funded debt as per last report.....	996,000 00
The amount now of funded debt, (classified and date of maturity, as follows :	
1st mortgage bonds, (date of maturity, January 1, 1897,).....	\$462,000 00
2d mortgage bonds, (date of maturity, June 1, 1894,)	500,000 00
	<hr/>
	962,000 00

Floating debt as per last report.....	\$804,743 20
The amount now of floating debt.....	1,065,851 19
Total amount now of floating and funded debt.....	2,027,851 19
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. ; 2d mortgage 7 per cent.	
Date and rate per cent. of dividend or dividends.....	None.
Number of shares of stock issued.....	12,100
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,501,697 40	\$2,504,888 19

Equipment: Equipped by the lessee the Lake Shore and Michigan Southern railway company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jamestown to Oil City,	51 miles.
Length of main line of road.....	51 "
Length of main line of road laid in Pennsylvania.....	51 "
Length of double track of road.....	None.
Length of sidings.....	18 miles.
Gauge of road.....	4 ft. 9½ inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz:	
One coal branch at Stoneboro'	1½ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 4 engine houses, 1 shop.	
Number of iron bridges, (total length in feet, 86,).....	1
Number of wooden bridges, (total length in feet, 1,464,)..	10
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	2
Number of stations on main road: Passenger and freight,	15
Number of wood and water stations on main road.....	9
Value of real estate held by the company exclusive of road way	\$35,000 00
Number of tunnels, (length, 925 feet,).....	1
How is track laid, and on what foundation? Oak ties and gravel ballast.	
Length in miles laid with steel rail.....	None.

The rate of fare for passengers charged for the respective classes per mile, and the rate per ton (of 2,000 pounds) per mile charged for freight: Included in the report of the Lake Shore and Michigan Southern railway.

EXPENSES.

Maintaining the road or real estate of the corporation :

Included in the report of the Lake Shore and Michigan Southern railway company.

Operating the road :

This company allows the lessee, the Lake Shore and Michigan Southern railway company, 60 per cent. of its gross earnings for operating the road; this amounted in 1874 to

\$137,335 26

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds Nothing.
From other sources, (advanced by lessee,) \$3,190 79

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1874.....	\$3,530 33	\$12,147 82	\$330 33	\$16,008 48
February, 1874.....	3,844 86	12,601 39	286 93	16,733 18
March, 1874.....	4,594 22	8,898 53	319 24	13,811 99
April, 1874.....	4,723 84	8,530 29	351 64	13,605 77
May, 1874.....	3,444 65	16,753 48	365 40	20,563 53
June, 1874.....	3,850 10	15,407 00	339 71	19,596 81
July, 1874.....	4,665 30	17,790 57	332 26	22,788 13
August, 1874.....	4,014 43	14,324 90	342 37	18,681 70
September, 1874.....	5,390 49	19,570 85	380 56	25,341 90
October, 1874.....	3,975 00	18,525 91	345 21	22,846 12
November, 1874.....	3,295 35	15,808 20	319 95	19,423 50
December, 1874.....	3,654 07	15,430 39	406 54	19,491 00
Total.....	48,982 64	175 789 33	4,120 14	228,892 11

SUMMARY OF PAYMENTS

For construction..... \$3,190 79
For maintaining and operating the road, &c., 60 per cent, 137,335 26
For dividends..... None.
For interest, miscellaneous, surplus fund, municipal, State, and United States taxes : Lessee pays all these, retaining therefor, and for advances the remaining 40 per cent. of the gross earnings, amounting in 1874 to..... 81,556 85
Total 232,082 90
Total amount of surplus fund None.

What express companies run on your road, and on what terms? Union express company. Through, 50 cents per 100 pounds, way ; 25 cents per 100 pounds.

What transportation companies run on your road, and on what terms? Lake Shore Crude Oil transportation company. They are paid mileage on their cars, and a terminal charge for delivering oil through their pipes in Cleveland.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	1
Others.....	1	3
	—	—
Total.....	1	4
	==	==

March 2. Patrick Fay, in an intoxicated state, attempted to get on moving train at Franklin, and had his foot crushed.

June 1. ——— Porter, struck by passing train at Oil City and seriously injured in the head.

July 6. Patrick Lyon, struck by train at Stoneboro'; several ribs and shoulder blade broken.

October 5. Unknown man killed ; intentionally placed himself in front of engine as the train approached.

October 7. Alfred C. Roist, employec, arm broken by crank at Stoneboro', while working hand car.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. H. Watson.....	Ashtabula, O.
James Miles.....	Girard, Pa.
George H. M'Intire.....	Franklin, Pa.
J. S. M'Calmont	Franklin, Pa.
James Bleaksley.....	Franklin, Pa.
A. Stone, Jr.....	Cleveland, O.
William Collins.....	Cleveland, O.
James Miles, President.....	Girard, Pa.
P. H. Watson, Secretary.....	Ashtabula, O.
George B. Ely, Treasurer	Cleveland, O.

JEFFERSON.

STATE OF NEW YORK, }
New York City and County, } ss:

Personally appeared Edward M. Clymer, president, and William P. Shearman, treasurer, of the Jefferson railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1875. }

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law: Amount sufficient to
 build the road.

Amount of stock subscribed..... \$2,096,050 00

Amount paid in as by last report..... 2,095,700 00

Total amount now paid in of capital stock..... 2,096,050 00

Funded debt as per last report..... 2,300,000 00

The amount now of funded debt, (classified and date of maturity,) as follows:

1st mortgage bonds, on Carbondale
 branch, (date of maturity, January 1,
 1889,) \$2,000,000 00

1st mortgage bonds, on Hawley branch,
 (date of maturity, January 1, 1887,).. 204,000 00

2d mortgage bonds, on Hawley branch,
 (date of maturity, January 1, 1889,).. 96,000 00

2,300,000 00

Floating debt, as by last report, and amount now..... None.

Total amount now of floating and funded debt..... 2,300,000 00

Rate per cent. per annum of interest on funded debt: 1st
 mortgage, 7 per cent.; 2d mortgage, 7 per cent.

Date and rate per cent. per annum of divided or dividends,..... None.

Number of shares of stock issued..... 41,921

Par value of each share..... \$50 00

Average market value during the year..... None.

Amount paid in on each share..... \$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$4,395,700 00	\$4,396,050 00
Equipment	None	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Susquehanna Depot to Carbondale, Pa., 36½ miles ; from Hawley to Honesdale, 9 miles.	
Length of main line of road laid	45½ miles.
Length of main line of road laid in Pennsylvania.	45½ “
Length of double track of road.....	None.
Length of sidings	8 miles.
Gauge of road	6 feet.
Weight of rail per yard on main track: 55, 60 and 67½ lbs.	
Branch roads owned by the company, and number of engine houses and shops	None.
Number of iron bridges, culverts and tunnels.....	None.
Number of wooden bridges, (total length in feet, 4,350,)..	28
Number of stone bridges, total length in feet,).....	14
Number of railroads crossed, and length in miles laid with steel rail.....	None.
Number of stations on main line, (passenger and freight combined,)	10
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of roadway.....	None.
How is track laid, and on what foundation? Wooden cross-ties, filled in with earth, stone and cinders.	

This road is leased and operated by the Erie railway company of New York, from January 1, 1869, during the corporate existence of the charters of both parties, and of all renewals thereof.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jesse Beadle.....	Scranton, Pa.
Edmund G. Butler.....	Wilkesbarre, Pa.
Edward P. Darling.....	Wilkesbarre, Pa.
Thomas Dickson.....	Scranton, Pa.
Samuel E. Dimmick.....	Honesdale, Pa.
Thomas Hewitt.....	Riegelsville Pa.
Samuel Hines.....	Scranton, Pa.
Joseph H. Steele.....	Scranton, Pa.
Hugh J. Jewett.....	New York city.
Samuel L. M. Barlow.....	New York city.
Aug. R. Macdonough.....	New York city.
William P. Ewing.....	New York city.
Edward M. Clymer, President.....	Reading, Pa.
A. R. Macdonough, Secretary.....	New York city.
W. P. Shearman, President.....	New York city.

JERSEY SHORE, PINE CREEK AND BUFFALO.

DISTRICT OF COLUMBIA, }
City of Washington, } ss:

Personally appeared Sobieski Ross, president of the Jersey Shore, Pine Creek and Buffalo railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

SOBIESKI ROSS, *President.*

Sworn and subscribed before me, this }
 27th day of February, 1875. }

SAMUEL C. MILLS,
Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law, with right to increase to \$4,000,000.....	\$1,000,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	500,000 00
Total amount now paid in of capital stock.....	500,000 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 60
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, engineering, grading, &c., to December 31, 1874	\$647,000 00	\$727,956 95

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Williamsport, Pa., to Port Allegheny, Pa.....	118 miles.
Length of main line of road laid.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George B. McClellan	New York city.
A. G. Olmsted	Coudersport, Pa.
P. A. Stebbins, Jr	Coudersport, Pa.
John S. Ross.....	Coudersport, Pa.
Charles H. Armstrong.....	Coudersport, Pa.
Arch. F. Jones.....	Coudersport, Pa.
Sobieski Ross.....	Coudersport, Pa.
Sobieski Ross, President.....	Coudersport, Pa.
John M. Hamilton, Secretary.....	Coudersport, Pa.
James B. Hodgskin, Treasurer.....	New York city.

JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinkley, president, and Jno. Walker, Jr., acting treasurer, of the Junction railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed.) ISAAC HINKLEY, *President.*

JOHN WALKER, Jr., *acting Treasurer.*

Sworn and subscribed before me, this }
6th day of February, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed	185,250 00
Amount paid in as by last report.....	185,250 00
Total amount now paid in of capital stock.....	185,250 00
Funded debt, as per last report.....	800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1862, 1882,)	\$500,000 00
2d mortgage bonds, (date of maturity, 1865, 1900.....	300,000 00
	<hr/>
	800,000 00

RAILROAD REPORT.

223

Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating debt.....	\$800,000 00
Rate per cent. per annum of interest on funded debt, 1st and 2d mortgage.....	6 per cent
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	3,705
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$898,324 25	\$927,383 12
Total cost.....	\$898,324 25	\$927,383 12

CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont the Gray's Ferry,	4.62 miles.
Length of main line of road laid.....	4.62 "
Length of main line of road laid in Pennsylvania.....	4.62 "
Length of double track of road.....	4.62 "
Length of sidings.....	5,821 feet.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	67 pounds.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	None.
Number of iron bridges, (total length in feet, 425,).....	4
Number of wooden and stone bridges and culverts	None.
Number of railroads crossed, (West Chester and Philadel- phia and Pennsylvania,).....	2
Number of stations on main road.....	None.
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels, (length, 750,).....	1
How is track laid, and on what foundation? Stone ballast and white oak ties.	
Length in miles laid with steel rail.....	3

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	5,113
Number of miles run by freight and coal trains.....	24,790
Number of through passengers and passengers (all classes) carried in cars.....	335,189
Number of tons of 2,000 pounds of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton :) No account of tonnage kept.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	12
Average rate of speed adopted by express trains, including stops	12
Average rate of speed adopted by freight trains, including stops	8

Monthly statement of passengers (all classes) carried in cars, estimated :

January, 1874	24,740	July, 1874	28,740
February, 1874	22,100	August, 1874	29,460
March, 1874	25,380	September, 1874.....	29,136
April, 1874.....	28,769	October, 1874.....	30,500
May, 1874	18,730	November, 1874.....	29,174
June, 1874.....	29,080	December, 1874.....	29,380

The amount of freight, specifying the quantity in tons :

No account kept.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing;

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellane- ous.	Total.
January, 1874.....	\$1,613 75	\$7,804 60	\$430 40	\$26 22	\$9,874 97
February, 1874.....	1,441 25	7,449 64	384 00	738 78	10,013 67
March, 1874.....	1,653 75	8,221 28	972 00	20 15	10,867 18
April, 1874.....	1,850 86	10,003 40	417 60	18 32	12,290 18
May, 1874.....	1,832 45	9,996 04	396 00	173 91	12,398 40
June, 1874.....	1,882 50	9,977 28	933 60	138 02	12,931 40
July, 1874.....	1,861 25	9,769 00	376 00	156 87	12,163 12
August, 1874.....	1,925 00	10,612 72	364 80	134 50	13,037 02
September, 1874.....	1,916 41	11,841 00	900 80	103 05	14,761 26
October, 1874.....	2,008 75	12,399 48	389 60	95 12	14,892 95
November, 1874	1,903 70	9,604 64	345 60	577 74	12,431 68
December, 1874.....	1,937 50	9,980 32	925 60	117 87	12,961 29
Total	21,827 17	117,659 40	6,836 00	2,300 55	148,623 12

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$30,000 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	85,041 11
For dividends and surplus funds.....	None.
For interest, and interest on bonds, (coupon,).....	48,756 00
For miscellaneous.....	4,050 80
For municipal taxes.....	374 11
For State taxes.....	1,733 59
Total.....	<u>\$169,955 61</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
F. B. Gowen.....	Philadelphia, Pa.
John Tucker.....	Philadelphia, Pa.
Jno. E. Thomson.....	Philadelphia, Pa.
Asa Whitney.....	Philadelphia, Pa.
Isaac Hinckley, President.....	Philadelphia, Pa.
Joseph Lesley, Secretary.....	Philadelphia, Pa.
John Tucker, Treasurer.....	Philadelphia, Pa.
John Walker, Jr., acting Treasurer.....	Philadelphia, Pa.

LAKE SHORE AND MICHIGAN SOUTHERN.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared A. Stone, Jr., managing director, and C. P. Leland, auditor, of the Lake Shore and Michigan Southern railway company, and in due form of law, made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. STONE, JR., *Managing Director*.

C. P. LELAND, *Auditor*.

Sworn and subscribed before me, this }
 22d day of February, 1875. }

NICHOLAS BARTLETT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000,000 00
Amount of stock subscribed.....	50,000,000 00
Amount paid in as by last report.....	50,000,000 00

Total amount now paid in of capital stock.....	\$50,000,000 00
Funded debt as per last report.....	30,195,000 00

The amount now of funded debt, (classified and date of maturity,) as follows :

L. S. and M. S., 1st consolidated mortgage bonds, (date of maturity, 1900,) \$6,118,000 00	
L. S. and M. S. sinking fund, (date of maturity, 1819,).....	1,198,000 00
M. S. and N. I., 1st mortgage, (date of maturity, 1885,).....	5,256,000 00
M. S. and N. I., 2d mortgage, (date of maturity, 1877,).....	2,692,000 00
Cleveland and Toledo, 1st mortgage, (date of maturity, 1885,).....	1,595,000 00
Cleveland and Toledo, second mortgage, (date of maturity, 1886,).....	849,000 00
C., P. & A., registered mortgage bonds, (date of maturity, 1880,).....	1,000,000 00
C., P. & A., 3d mortgage bonds, (date of maturity, 1892,).....	1,000,000 00
C., P. & A., Sunbury and Erie, (date of maturity, 1874,).....	11,000 00
Buffalo & Erie, (date of maturity, 1882,).....	200,000 00
Buffalo & Erie, (date of maturity, 1886,).....	300,000 00
Buffalo & Erie, (date of maturity, 1898,).....	2,850,000 00
Lake Shore railway, (date of maturity, 1899,).....	1,442,000 00
Total first mortgage.....	24,511,000 00
L. S. & M. S., consolidated second mortgage bonds.....	\$8,471,000 00
L. S. & M. S. plain bonds, (date of maturity, 1882,).....	3,529,000 00
Total second mortgage.....	12,000,000 00

The total amount of each of these consolidated mortgages is \$25,000,000, making \$50,000,000 for both, outstanding as shown above..... 36,511,000 00

Floating debt as per last report..... 6,656,606 10

The amount now of floating debt..... None.

Total amount now of floating and funded debt..... 36,511,000 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends :

Cash, February 1, 5 per cent. on guaranteed stock ;	
August 1, 5 per cent. on guaranteed stock.....	\$53,350 00
Number of shares of stock issued.....	500,000
Par value of each share	\$100 00
Average market value during the year.....	75 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared, (guaranteed stock,).....	533,500 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.	\$63,495,167 93	\$64,876,528 59
Equipment.....	13,580,688 93	14,283,471 02
Total cost.....	77,075,856 86	79,159,999 61

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, New York, to Chicago, Illinois.....	540.37 miles.
Length of main line of road laid	540.37 "
Length of main line of road laid in Pennsylvania.....	44.06 "
Length of double track of road	230.80 "
Length of sidings.....	429.23 "
Gauge of road.....	4 ft. 9½ inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by company and their length, viz :	
Elyria Junction to Millbury Junction <i>via</i> Sandusky,	
72.95 miles ; Sandusky Junction to Old Depot, called	
"Pier Branch," 3.74 miles ; Air Line Junction to Elkhart,	
130.70 miles ; Air Line Junction to Detroit, 62.29 miles ;	
Lenawee Junction to Jackson, 41.90 miles ; Lenawee Junc-	
tion to Monroe, 29.50 miles ; Palmyra Junction to Adrian	
<i>via</i> Kalamazoo and Erie railroad, 5.3 miles ; White Pigeon	
to Kalamazoo, 36.68 miles ; Jonesville to North Lansing,	
61.14 miles ; Ashtabula to Ashtabula Harbor, 2.51 miles ;	
Ashtabula to Jamestown, 36.09 miles ; Junction with D.	
W. & P. R. R., at Dunkirk, 1.50 miles ; total, 484.33	
miles.	

Roads worked or leased by the company, viz : Kalamazoo to Grand Rapids, 58 miles ; Jamestown to Oil City, 51.10 miles ; Andover to Youngstown, 38 miles ; Tyrrell Hill to Vienna, 2.60 miles ; Coalburg to New York, .98 miles ; total, 150.68 miles.

Number of engine houses and shops	40
Number of engines.....	497
Number of first class passenger cars, (average cost of each, \$5,700,).....	136
Number of second class passenger cars, (average cost of each, \$3,000,).....	11
Number of baggage, mail and express cars, (average cost of each, 1,850,).....	81
Number of freight cars: House cars, (average cost of each, \$700,) 6,719; trucks, (average cost of each, \$575,) 3,057; total.....	9,776
Number of coal, ore and stone cars: Included in truck or platform cars.	
Number of caboosc cars, (average cost of each, \$1,281,)..	252
Number of iron bridges, (total length in feet, 2,341,).....	22
Number of wooden bridges, total length in feet, 2,304,)...	17
Number of stone bridges, (total length in feet, 2,055,)	19
Number of culverts.....	No record kept.
Number of railroads crossed.	31
Number of stations on main road: Passenger, 45; freight, 39; combined, 51; total.....	135
Number of wood and water stations on main road.....	95
Value of real estate held by the company exclusive of road way.....	\$4,120,000 00
Number of tunnels, (length in feet, 142,).....	1
How is track laid, and on what foundation? On cross-ties, with splicers for joints, stone, gravel and sand ballast..	
Length in miles laid with steel rail.....	515.60

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	2,520,574
Number of miles run by freight and coal trains.....	6,490,510
Number of through passengers for the year on main road..	74,155
Number of passengers (all classes) carried in cars.....	3,065,673
Number of tons of 2,000 lbs. of through freight for the year on main road, between Buffalo and Chicago.....	537,707
Number of passengers carried one mile.....	170,395,014
Number of tons of freight carried one mile, main road and branches.....	999,342,081
Number of passengers carried one mile in the State of Pennsylvania.....	10,223,700

RAILROAD REPORT.

229

Number of tons of freight carried one mile in the State of Pennsylvania.....	59,960,524
Gross amount of tonnage for the year, (2,000 lbs. ¹ per ton,)	5,221,267
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	22
Average rate of speed adopted by express trains, including stops	28
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines	70,680 lbs.
Weight of freight engines.....	68,000 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874	207,661	July, 1874	270,132
February, 1874.....	205,182	August, 1874.....	283,654
March, 1874.....	260,929	September, 1874.....	342,199
April, 1874.....	236,056	October, 1874.....	288,269
May, 1874.....	227,561	November, 1874.....	246,679
June, 1874.....	238,735	December, 1874.....	258,616

The amount of freight specifying the quantity in tons :

Anthracite coal.....	30,168	Agricultural products.....	1,143,508
Bituminous coal.....	632,973	Merchandise and manufactures,	431,753
Petroleum and other oils.....	488,920	Live stock.....	438,544
Pig and bloom iron.....	39,051	Lumber and forest products...	572,814
Railroad iron.....	23,228	Other articles.....	1,137,811
Other iron or castings.....	104,732		
Iron and other ores	7,368	Total	5,221,267
Stone, lime and sand.....	170,397		

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through passengers	2½ cents.
For first class way passengers.....	2¾ "
For second class through passengers.....	2 "
For second class way passengers.....	2 "

The rate per ton (of 2,000 pounds,) per mile charged for freight :

For through freight, per ton per mile, between Buffalo and Chicago.....	$\frac{98}{100}$ cents.
For through coal.....	None carried.
For local freight, per ton per mile.....	2 cents.
For local coal, per ton per mile.....	$1\frac{20}{100}$ "
Average on all freight, per ton per mile.....	$1\frac{18}{100}$ "

OPERATING EXPENSES—COMPANY'S CLASSIFICATION.

General office expenses.....	\$218,460 79
Conductors and trainmen.....	632,941 22
Enginemen and firemen.....	747,978 37
Agents and station labor	1,848,423 62
Telegraph repairs and supplies.....	25,354 80
Gaslight account.....	37,671 65
Repairs of engines and tenders.....	705,984 82
Repairs of cars.....	958,625 88
Repairs of roadway and track.....	1,535,547 02
Rail account, steel and iron.....	752,049 16
Repairs of bridges.....	57,385 64
Repairs of fences.....	71,651 52
Repairs of buildings and fixtures.....	280,879 54
Fuel consumed.....	1,226,592 97
Oil and tallow.....	154,930 23
Waste and rags.....	37,046 57
Office, train and station supplies.....	219,125 44
Damage and loss.....	45,468 20
Damage to property.....	13,075 62
Personal injuries.....	47,863 19
Law expenses.....	49,762 39
New York office.....	31,456 62
Rents payable.....	73,593 91
Outside agencies and advertising.....	253,319 74
Contingencies.....	13,209 95
Hire of cars.....	614,315 86
<hr/>	
Total operating.....	10,652,714 72
Taxes.....	499,656 84
<hr/>	
	11,152,371 56
<hr/>	

65 per cent. of earnings.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$2,697,512 88	\$801,700 72	\$1,895,812 16
Taxes on real estate.....	499,656 84	148,498 02	351,158 82
Total.....	3,197,169 72	950,198 74	2,246,970 98
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$705,984 82	\$209,818 69	\$496,166 13
Repairs of passenger baggage and freight cars.....	958,625 88	284,903 62	673,722 26
Repairs of tools and machinery in shops, (not kept,)			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, (not kept,)			
Total.....	1,664,610 70	494,722 31	1,169,888 39
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$219,125 44	\$65,124 09	\$154,001 35
Agents and station labor.....	1,848,423 62	549,351 50	1,299,072 12
Conductors, baggage masters and brakemen.....	632,941 22	184,110 14	448,831 08
Engineers and firemen.....	747,978 37	221,299 18	526,679 19
Fuel, and cost of preparing for use.....	1,226,592 97	364,543 44	862,049 53
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	191,976 80	57,055 51	134,921 29
Telegraph, expenses.....	25,354 80	7,535 45	17,819 35
Loss and damage of goods and baggage.....	45,468 20	13,513 15	31,955 05
Use of freight cars.....	614,315 86		614,315 86
Damage for injury of persons.....	14,224 95		33,638 24
Damage to property, including damage by fire and cattle killed on road.....	13,075 62	3,886 08	9,189 54
General superintendence.....	218,460 79	64,926 55	153,534 24
Contingencies.....	13,209 95	3,926 00	9,283 95
Other expenses not in this classification.....	445,804 21	132,493 05	313,311 26
Total.....	6,290,591 14	1,681,989 09	4,608,602 05

Receipts on construction and equipment account during the year :

From stockholders.....	Nothing.
From sale of bonds, (\$6,316,000, sold at an average of 90 $\frac{1}{4}$, to pay floating debt).....	\$5,697,416 68

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1874....	\$274,623 07	\$1,208,907 64	\$75,940 70	10,278 79	\$1,569,750 20
February, 1874..	264,611 10	1,013,741 51	74,244 51	10,758 12	1,363,355 24
March, 1874.....	356,126 77	1,047,696 32	76,850 92	10,605 49	1,491,279 50
April, 1874.....	330,232 11	1,099,037 30	77,328 96	11,523 65	1,518,122 02
May, 1874.....	324,187 26	961,557 16	75,507 51	12,426 39	1,373,678 32
June, 1874.....	358,256 30	890,502 54	77,458 13	9,101 46	1,335,318 43
July, 1874.....	375,173 27	809,829 14	59,794 13	11,034 61	1,255,831 15
August, 1874....	405,250 27	935,589 21	63,654 71	10,324 44	1,414,818 63
September, 1874,	482,115 24	975,128 35	64,534 36	10,824 37	1,532,602 32
October, 1874....	427,312 90	1,084,958 93	65,477 62	11,747 87	1,589,497 32
November, 1874,	331,153 29	925,124 32	67,312 34	12,302 05	1,335,892 00
December, 1874..	319,980 79	966,277 36	69,784 72	9,942 76	1,365,985 63
Total.....	4,249,022 37	11,918,349 78	847,888 61	130,870 00	17,146,130 76

SUMMARY OF PAYMENTS.

For construction and equipment: Construction, \$1,043,- 723 82; equipment, \$702,782 09.....	\$1,746,505 91
For maintaining the road, &c.—repairs of machinery and operating the road.....	10,652,714 72
For dividends.....	53,350 00
Interest.....	2,686 568 93
Rental, (four branch roads,).....	268,273 83
Surplus fund.....	2,358,288 81
Municipal, State and United States taxes.....	499,656 84
Total.....	18,265,359 04

Total amount of surplus fund, (from this sum a dividend of
3 $\frac{1}{4}$ per cent. was declared, payable February 1, 1875,
amounting to \$1,607,661 25, reducing this surplus to
\$2,179,303)..... \$3,786,964 75

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 $\frac{3}{4}$ cents.
Cost per ton of freight per mile, proximate average.....	8 mills.

What express companies run on your road, and on what terms? United
States and American. Each pay a stated sum per day, and different rates
per 100 pounds excess, according to distance carried.

What transportation companies run on your road, and on what terms? Red Line, White Line, Great Western Despatch, owned and operated by the companies over whose road they are run. Empire Line and Merchant's Despatch own their cars, receiving mileage thereon and a commission on business furnished.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	1
Employees.....	1	15
Others	6	4
Total.....	<u>8</u>	<u>20</u>

1874.

January 3. W. M. Campbell, employee, had thumb crushed while coupling cars, near Girard.

January 5. C. W. Gernsolly, employee, had fingers crushed while coupling cars, at Springfield.

January 11. John Knamer, had thigh crushed while crossing track between cars, at Erie

January 27. Andrew Greineck, employee, had arm broken while handling freight on transfer platform, at Erie.

January 28. John Winspeat, employee, had back and leg injured by falling between cars, at Erie.

February 6. Thomas Carroll, employee, had leg broken; was struck by engine at Erie.

February 7. James Ryan, employee, leg broken while handling freight, at Erie.

March 7. S. Peck, was struck by engine and had arm broken while walking on track at North-East.

March 9. A. Graham, had hand crushed while coupling cars at North-East.

March 14. Joseph Henderson, employee, fell in trying to get on moving engine and had collar bone broken, at Erie.

March 20. James Hayes, tramp, was struck by train and had leg cut off, at Erie.

April 1. C. C. Bennett, employee, had hand crushed while coupling cars, at Erie.

April 16. Unknown man, struck by train while walking on track at Erie; killed.

May 4. John Clamphiet, thrown against train by frightened team and killed, the wagon wheel crushing his head, at North-East.

May 8. J. Frawley, killed; sleeping on track while intoxicated, and was struck by train, at North-East.

May 10. Unknown man, found lying dead on track near North-East; supposed to have been struck by some passing train.

May 16. Herman Purtilo, had thigh badly crushed in attempting to cross track between cars at Erie

May 27. Walter Hoffman, employee, struck by engine at Erie; killed.

June 14. Otto Keyson, employee, fell from coal derrick while unloading coal at Erie; rib broken.

June 17. John Buckner, struck by engine while attempting to cross track with team in front of an approaching train, near Harbor Creek; killed.

June 22. B. Schram, employee, fell from train at Erie and injured in the back.

July 30. Mrs. Dawley, struck by train and killed while walking on track near Harbor Creek.

July 30. Mrs. Marshall, slightly injured; fell from platform of car at Erie.

August 6. B. Ritchie, employee, arm injured while oiling engine at Erie; train started unexpectedly.

August 9. John Howard, employee, struck by train at Erie; ankle crushed.

October 22. William Brown, employee, fell into cattle guard while switching cars at Dorset; injured in back and head.

November 1. Malone Reynolds, employee, body bruised while coupling cars at Erie; no bones broken.

November 30. John Ludwig jumped from moving train at North-East, crushing his head; died from his injuries.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Vanderbilt.....	New York.
W. H. Vanderbilt.....	New York.
Samuel F. Barger.....	New York.
Eugene N. Robinson.....	New York.
Augustus Schell.....	New York.
William Williams.....	Buffalo.
William L. Scott.....	Erie.
Charles M. Reed.....	Erie.
John A. Tracy.....	Erie.
Amasa Stone, Jr.....	Cleveland.
Stillman Witt.....	Cleveland.
H. B. Payne.....	Cleveland.
Albert Keep.....	Chicago.
Cornelius Vanderbilt, President.....	New York.
William H. Vanderbilt First Vice President.....	New York.
Augustus Schell, Second Vice President.....	New York.
E. D. Worcester, Treasurer.....	New York.
Geo. B. Ely, Secretary and Assistant Treasurer.....	Cleveland.
Amasa Stone, Jr., Managing Director.....	Cleveland.
Charles Paine, General Superintendent.....	Cleveland.
Charles Collins, Chief Engineer.....	Cleveland.
C. P. Leland, Auditor.....	Cleveland.

LANCASTER AND READING NARROW GAUGE.

STATE OF PENNSYLVANIA, }
Lancaster County, } ss :

Personally appeared R. W. Shenk, president, and W. Leaman, treasurer, of the Lancaster and Reading Narrow Gauge railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

R. W. SHENK, *President.*

W. LEAMAN, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

JOHN M. AMWEG, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, with power to issue	
\$250,000 in addition for each and every road constructed,	\$500,000 00
Amount of stock subscribed	123,750 00
Amount paid in as by last report.....	81,882 50
Total amount now paid in of capital stock.....	82,720 00
Floating debt as by last report.....	27,457 59
The amount now of floating debt.....	None.
Number of shares of stock issued.....	1,700
Par value of each share.....	\$50 00
Average market value during the year.....	Not in market.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction....	\$105,733 28	*\$142,041 43

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Lancaster to Reading.....	34 miles.
Proposed length of main line of road laid, and main line of road laid in Pennsylvania.....	None.
Proposed gauge of road	3 feet.

*\$30,000 of this amount were paid in the bonds of the company.

Number of miles of road graded: This company stopped the work of grading December 31, 1873, on the Quarryville section. The road was then unfinished and grading not completed. (See remarks.)

REMARKS.

On the 13th day of March, 1874, this company entered into a contract with William H. Bines, representing the Philadelphia and Reading railroad company, to complete the construction, as a railroad of four feet eight and a half inches gauge, of the Quarryville section, and on the same day, executed a lease of the said Quarryville section to the Reading and Columbia railroad company, for a term of nine hundred and ninety-nine years, from and after the completion of the work of construction under the contract aforesaid.

During the year 1874, under the franchises and privileges conferred upon this company by its charter and the supplements thereto, a railroad was constructed from Lancaster to Millersville, a distance of about five miles. The capital necessary for building said road amounted to \$38,500, and has been paid in fully. The said road was leased on the 29th day of December, 1874, on merely nominal terms, to John C. Hager, Samuel Bausman, C. A. Bitner, Henry S. Shirk and Jacob M. Long, committee for and in behalf of themselves and all their associates, subscribers to the stock of an association called the Lancaster and Millersville railroad company, for the term of ninety-nine years, from the completion of the construction of the said railroad, the date of which is to be fixed by the engineer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. W. Shenk	Lancaster.
A. H. Peacock.....	Lancaster.
D. G. Swartz.....	Lancaster.
W. L. Peiper.....	Lancaster.
C. A. Bitner.....	Lancaster.
J. D. Skiles.....	Lancaster.
John Keller.....	Lancaster.
H. Carpenter.....	Lancaster.
D. Herr.....	Lancaster.
A. Hollinger.....	Lancaster.
F. Von A. Cabeen.....	Philadelphia.
G. W. Hensel.....	Quarryville, Lancaster Co.
C. M. Hess.....	Quarryville, Lancaster Co.
R. W. Shenk, President.....	Lancaster.
W. Leaman, Secretary and Treasurer	Lancaster.

LAWRENCE.

STATE OF PENNSYLVANIA, } ss:
Allegheny County.

Personally appeared Thomas D. Messler, president, and F. M. Hutchinson, treasurer, of the Lawrence railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) THOMAS D. MESSLER, *President.*
 F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1875. }

FRANK SEMPLÉ, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	450,000 00
Amount paid in as by last report.....	360,200 00
Total amount now paid in of capital stock.....	443,700 00
Funded debt as per last report.....	355,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1895,)	346,000 00
Floating debt as per last report.....	25,000 00
The amount now of floating debt.....	None.
Total amount now of floating debt.....	346,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, quarterly	2½ per cent.
Number of shares of stock issued.....	8,874
Par value of each share.....	\$50 00
Average market value during the year: Do not know of any sales.	
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared: (Quarter ending as follows: March 31, 1874, \$360,200 00; June 1874, 30, \$360,200 00; October 1874, \$427,950 00; December, \$443,700 00.)	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$715,937 88	\$787,591 66
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence Junction, to Market street, Youngstown, Ohio.....	17.98 miles.
Length of main line of road laid.....	17.98 "
Length of main line of road laid in Pennsylvania.....	9 ³⁶³ / ₁₀₀₀ "
Length of double track of road.....	None.
Length of sidings.....	3 ¹⁶⁶ / ₁₀₀₀ miles.
Gauge of road.....	4 feet 9 ¹ / ₄ in
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz: Canfield branch, 4.063 miles in length.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 578.4,)...	11
Number of culverts, (total length in feet, 266,).....	16
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 11; freight, 4; total.....	15
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road-way.....	None.
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? With fish-plate connection, and ballasted with gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	30,869
Number of miles run by freight trains.....	119,000
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road..	None.
Number of passengers (all classes) carried in cars.....	76,052
Number of tons of 2,000 lbs. of through freight for the year on main road.....	99
Number of passengers carried one mile..	824,926
Number of tons of freight carried one mile.....	4,492,300

Number of passengers carried one mile in the State of Pennsylvania.....	474,332
Number of tons of freight carried one mile in the State of Pennsylvania	2,583,072
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	339,633
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger and freight engines.....	None.

Monthly statement of passengers (all classes) carried in cars.

January, 1874.....	5,332	July, 1874.....	8,733
February, 1874.....	5,427	August, 1874.....	7,374
March, 1874.....	6,755	September, 1874.....	6,158
April, 1874.....	6,715	October, 1874.....	6,613
May, 1874.....	6,126	November, 1874.....	5,139
June, 1874.....	5,930	December 1874.....	5,750

The amount of freight specifying the quantity in tons :

Anthracite and bituminous coal..	120,009	Stone and lime	93,057
Petroleum and other oils.....	188	Agricultural products.....	3,828
Pig and bloom iron.....	49,620	Merchandise and manufactures...	5,801
Railroad iron.....	4,386	Live stock.....	5,444
Other iron or castings.....	5,120	Lumber	7,115
Iron or other ores.....	37,894	Other articles	1,171

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers	$3\frac{8}{10}$ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal.....	$1\frac{2}{10}$ cents.
For local freight and coal.....	$3\frac{2}{10}$ "

EXPENSES.

(Have no accounts giving further details.)

Maintaining the road or real estate of the corporation :

Allotted to passenger transportation.....	\$8,746 69
Allotted to freight transportation.....	33,712 98
Total	42,459 67

Repairs of machinery:

Allotted to passenger transportation.....	\$6,909 60
Allotted to freight transportation.....	26,632 14
Total	<u>33,541 74</u>

Operating the road:

Allotted to passenger transportation.....	\$6,665 70	
Allotted to freight transportation.....	25,692 08	
Total	<u>32,357 78</u>	<u>\$108,359 19</u>

Receipts on construction and equipment account during the year:

From stockholders.....	\$89,800 00
From sale of bonds and other sources.....	Nothing

RECEIPTS.

MONTHS.	Passeng'rs.	Freight.	Mail and express.	Total.
January, 1874.....	\$1,989 76	\$9,801 65	\$365 00	\$12,156 41
February, 1874.....	2,032 03	11,521 32	335 00	13,888 35
March, 1874.....	2,514 30	13,606 92	355 00	16,476 22
April, 1874.....	2,580 66	13,406 87	355 00	16,342 53
May, 1874.....	2,403 91	11,918 80	355 00	14,677 71
June, 1874.....	2,329 39	11,410 83	355 00	14,095 32
July, 1874.....	3,035 73	12,058 81	365 00	15,459 54
August, 1874.....	2,803 37	11,762 35	355 00	14,920 72
September, 1874.....	2,439 69	13,376 00	355 00	16,170 69
October, 1874.....	2,580 74	13,054 55	365 00	16,000 29
November, 1874.....	1,966 59	10,908 42	345 00	13,220 01
December, 1874.....	2,224 89	8,411 15	365 00	*11,001 04
Total.....	28,901 06	141,237 77	4,270 00	174,408 83

SUMMARY of PAYMENTS.

For construction and equipment.....	\$41,653 78
For maintaining the road, &c.—Repairs of machinery and operating the road.....	108,359 19
For dividends.....	39,801 10
For interest.....	24,850 00
For miscellaneous.....	27,048 60
For sinking fund.....	9,802 50
For municipal taxes.....	None.
For State taxes.....	1,334 85
Total	<u>241,850 02</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	2 cents.
Cost per ton of freight per mile, proximate average.....	1½ cents.

* Estimated.

What express companies run on your road, and on what terms? Adams express company, \$10 per day.

What transportation companies run on your road, and on what terms. None.

ACCIDENTS.

Employees.....	Killed. <u>1</u>
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December 16, 1874.

B. C. Wilson, brakeman, at Hilltown; lost his hold and fell off the tank of engine, striking on his head; died in about two hours.

The Lawrence railroad is leased to the Pittsburg, Fort Wayne and Chicago railway company for 99 years from July, 1869, and by them sub-let to the Pennsylvania railroad company, and by the latter company sub-let to the Pennsylvania company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas D. Messler.....	Pittsburg, Pa.
J. N. McCullough.....	Pittsburg, Pa.
John B. Jackson.....	Pittsburg, Pa.
George W. Cass.....	Pittsburg, Pa.
A. L. Crawford.....	New Castle, Pa.
R. W. Cunningham.....	New Castle, Pa.
Caleb B. Wick.....	Youngstown, Ohio.
Thomas D. Messler, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary and Treasurer.....	Pittsburg, Pa.

LAWRENCEVILLE AND EVERGREEN.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared J. J. Gillespie, president, and A. C. M'Callam, Jr., treasurer, of the Lawrenceville and Evergreen railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. J. GILLESPIE, *President.*

A. C. M'CALLAM, JR., *Treasurer.*

Sworn and subscribed before me, this }
 20th day of February, 1875. }

WM. LITTLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$25,000 00
Amount of stock subscribed. (Since last report the road was sold at sheriff's sale, and reorganized by the present owners with a capital of \$15,000.)	
Total amount now paid in of capital stock, (under present organization,).....	10,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity, 1878, (\$3,750 of this debt is disputed as illegal).....	12,500 00
Total amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	12,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	300
Par value of each share.....	\$50
Average market value during the year: No sales and none offered.	
Amount paid in on each share, average.....	33 33½

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction and equipment, (cost to present company at its organization).....	\$10,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bennett to Evergreen..	2 $\frac{61}{100}$ miles.
Length of main line road laid.....	2 $\frac{61}{100}$ "
Length of main line of road laid in Pennsylvania.....	2 $\frac{61}{100}$ "
Length of double track of road and of sidings.....	None.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	28 pounds.
Branch roads owned, worked or leased by the company....	None.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of first class passenger cars, (average cost of each, \$2,148,).....	1
Number of second class passenger, baggage, mail and express cars.....	None.
Number of freight cars: Trucks, (average cost of each, \$464 44,) 1; total.....	1

RAILROAD REPORT.

243

Number of caboose cars and iron bridges.....	None.
Number of wooden bridges, (total length in feet, 200,)....	9
Number of stone bridges, culverts and railroads crossed...	None.
Number of stations on main road: Passenger, 4; freight, 2; total.....	6
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road way, and number of tunnels.....	None.
How is track laid, and on what foundation? Oak cross- ties.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	9,948
Number of miles run by freight and coal trains.....	None.
Number of through passengers for the year on main road,	31,452
Number of passengers (all classes) carried in cars.....	31,452
Number of tons of 2,000 lbs. of through freight for the year on main road, number of passengers carried one mile and number of tons of freight carried one mile: No account kept.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	7
Average rate of speed adopted by express trains, including stops: No express train on road.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	7
Weight of first class passenger engines.....	18,000 lbs.
Weight of freight engines.....	None.

Monthly statement of passengers (all classes) carried in cars:

June, '74, (including 6 days in May,) 4,391	October, 1874..... 4,554
July, 1874..... 4,868	November, 1874..... 3,654
August, 1874..... 5,645	December, 1874..... 3,554
September, 1874..... 4,786	

The amount of freight, specifying the quantity in tons:

No freight carried.

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers	3 cents.
For first class way passengers	4½ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	10 cents.
For through coal.....	None.
For local freight, per ton per mile.....	12 cents.
For local coal.....	None.

EXPENSES.—ALLOTTED TO PASSENGER TRANSPORTATION.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$517 46
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Repairs of machinery:

Repairs of engines and tenders	\$64 02
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Operating the road:

Office expenses, stationery, &c.....	\$40 08
Porters, watchmen and switch tenders	149 80
Conductors, baggage masters and brakemen.....	503 25
Engineers and firemen	556 50
Fuel, and cost of preparing for use.....	253 11
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	85 83
Total.....	1,588 57

Receipts on construction and equipment account during the year :

From stockholders	\$15,000 00
From sale of bonds and other sources.....	Nothing.

RECEIPTS—*Passengers.*

*May, 1874.

June, 1874.....	\$399 05
July, 1874.....	357 39
August, 1874	413 86
September, 1874.....	350 89
October, 1874.....	333 82
November, 1874.....	267 78
December, 1874.....	261 08
Total	2,383 87

*This includes six days of May, the road having been purchased the 25th day of May, 1874.

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$2,170 05
For dividends, miscellaneous, surplus fund, municipal and State taxes.....	None.
For interest, which included back interest due at time of purchase, about.....	1,125 87
Total	<u>2,170 05</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 cents.
Cost per ton freight per mile, proximate average.....	2 “

What express and transportation companies run on your road ? None.

This road was sold at sheriff's sale on May 25, 1874, and purchased by A. C. M'Callam, Jr., for \$9,000, and afterwards organized under the act of Assembly of 1861, with a capital stock of \$15,000. After the purchase, John F. Dravo, a stockholder, filed exceptions to the sale, which were dismissed, and an appeal taken by him to the Supreme Court. The Supreme Court quashed the appeal and remittetur was filed below on October 25, 1874. The company was re-organized November 25, 1875, as will be seen by an examination of the certificate on file in the Secretary of the Commonwealth's office at Harrisburg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. J. Gillespie.....	Pittsburg, Pa.
John F. Dravo.....	Pittsburg, Pa.
A. C. M'Callam.....	Pittsburg, Pa.
G. W. M'Callam.....	Pittsburg, Pa.
Wm. Walton.....	Pittsburg, Pa.
John J. Williams.....	Bennett, Allegheny Co., Pa.
J. J. Gillespie, President	86 Wood street, Pittsburg, Pa.
A. C. M'Callam, Jr., Sec. and Treas...	86 Wood street, Pittsburg, Pa.

LEHIGH AND EASTERN.

STATE OF PENNSYLVANIA, }
Montour County, } ss :

Personally, appeared S. P. Kase, president, and H. W. M'Reynolds, treasurer of the Lehigh and Eastern railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed)

S. P. KASE, *President.*

H. W. M'REYNOLDS, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of March, 1875. }

JOHN W. MILES, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	540,000 00
Total amount now paid in of capital stock, (ten per cent.,)	54,000 00
The amount now of floating debt.....	None.
Number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year.....	No value.
Amount paid in on each share.....	10 per cent.

COST OF ROAD AND EQUIPMENT.

Amount paid on account of construction, engineering, location and incidentals.....	By present report. \$48,000 00
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CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Tomhicken, Luzerne county, to Port Jervis.....	98½ miles.
Length of main line of road.....	None.
Proposed length of main line of road laid in Pennsylvania,	98½ miles.
Proposed gauge of road.....	4 ft. 8½ inches.
Proposed weight of rail per yard.....	60 pounds.
Number of miles of road graded : Grading commenced.	

The Lehigh and Eastern railway will form the connecting link between the Danville, Hazleton and Wilkesbarre railroad, and the Erie railroad at Port Jervis, in the State of New York; from thence by way of the New York and Erie to Newburg; thence by way of the Dutchess and Columbia, Connecticut, Western and Boston, Hartford and Erie to Boston; and its western connections directly through the Lehigh coal fields by the Danville and Hazleton and Wilkesbarre, Philadelphia and Erie, or by the Sunbury and Lewistown and Broad Top to the Baltimore and Ohio road at Cumberland. This wanted link of ninety-eight miles when finished will complete the chain from Boston to the Baltimore and Ohio railroad, 193 miles north of the city of Baltimore.

NAMES AND RESIDENCE OF OFFICERS.

S. P. Kase, President..... Danville, Pa.
A. H. M'Reynolds, Secretary and Treasurer..... Danville, Pa.

LEHIGH AND LACKAWANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Brodhead, president, and S. Shepherd, treasurer, of the Lehigh and Lackawanna railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) CHARLES BRODHEAD, *President*.
S. SHEPHERD, *Treasurer*.

Sworn and subscribed before me, }
this 15th day of February, 1875. }

CHARLES GIBBONS, JR., *Notary Public*.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	375,100 00
Amount paid in as by last report	375,100 00
Total amount now paid in of capital stock	375,100 00
Funded debt as per last report	300,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Feb. 1, 1897,)..	300,000 00

Floating debt as per last report.....	None.
The amount now of floating debt.	None.
Total amount now of floating and funded debt.....	\$300,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	7,502
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$675,100 00	\$675,100 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bethlehem to Stroudsburg.....	36 miles.
Length of main line of road laid.....	15 "
Length of main line of road laid in Pennsylvania.....	15 "
Length of double track of road.....	None.
Length of sidings.....	1½ miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses, shops and engines: Included in Lehigh and Susquehanna report.	
Number of iron and stone bridges and culverts.....	None.
Number of wooden bridges, (total length in feet, 100,)....	2
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	3
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way.....	\$15,000 00
Number of tunnels.....	None.
How is track laid and on what foundation? Gravel ballast and wooden ties.	
Length in miles laid with steel rail.....	None..

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains :	
Included in report of Lehigh and Susquehanna railroad.	
Number of through passengers for the year on main road..	837 $\frac{1}{2}$
Number of passengers (all classes) carried in cars.....	21,522
Number of tons of 2,000 lbs. of through freight for the year on main road.....	12,358
Number of passengers carried one mile.....	177,281
Number of tons of freight carried one mile.....	349,682
Number of passengers carried one mile in the State of Pennsylvania.....	177,281
Number of tons of freight carried one mile in the State of Pennsylvania.....	349,682
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	31,033.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express trains, including stops.....	15.
Average rate of speed adopted by freight trains, including stops.....	8 to 15.
Weight of first class passenger and freight engines: Included in Lehigh and Susquehanna report.	

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	2,302	July, 1874.....	1,807
February, 1874.....	1,740 $\frac{1}{2}$	August, 1874.....	1,832
March, 1874.....	2,154 $\frac{1}{2}$	September, 1874.....	1,559
April, 1874.....	1,964	October, 1874.....	1,812 $\frac{1}{2}$
May, 1874.....	1,751	November, 1874.....	1,365
June, 1874.....	1,528	December, 1874.....	1,706 $\frac{1}{2}$

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	9,323	Agricultural products.....	710
Iron and other ores.....	6,877	Merchandise and manufactures....	1,643
Stone and lime.....	12,030	Lumber.....	450

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	4 and 3 $\frac{1}{2}$ cents.
For first class way passengers.....	4 and 3 $\frac{1}{2}$ " "

The rate per ton (of 2,000 pounds,) per mile charged for freight :

For through freight and coal, and local freight and coal...	5 $\frac{1}{4}$ cents.
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings \$11,136 43

Repairs of machinery :

Included in Lehigh and Susquehanna railroad report.

Operating the road :

Conductors, baggage masters and brakemen	\$3,060 00
Use of engines, and fuel, and cost of preparing for use. .	6,375 61
Use of freight and passenger cars	2,741 35
Damage to property, including damage by fire and cattle killed on road	240 25
General superintendence	2,154 45
 Total	 14,571 66

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
December, 1873.....			\$750 00	\$750 00
January, 1874.....	\$664 23	\$1,460 04		2,124 27
February, 1874.....	468 78	1,842 27		2,311 05
March, 1874.....	631 06	2,040 00		2,671 06
April, 1874.....	541 43	2,506 52		3,047 95
May, 1874.....	502 45	3,477 77		3,980 22
June, 1874.....	457 95	2,962 29	34 84	3,455 08
July, 1874.....	501 73	2,702 26		3,203 89
August, 1874.....	483 74	4,311 52		4,795 26
September, 1874.....	451 73	4,565 09		5,016 82
October, 1874.....	511 30	4,883 78		5,395 08
November, 1874.....	376 43	3,291 69		3,668 12
December, 1874.....	469 58	2,923 30	27 40	3,420 28
Total.....	6,060 41	36,966 53	812 24	43,839 18

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	25,708 09
Dividends, surplus fund, municipal taxes.....	None.
Interest	21,000 00
Miscellaneous	319 43
State taxes	606 02
 Total.....	 47,633 54

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average. No record.

What express companies run on your road, and on what terms? Central express company, paying regular rates.

What transportation companies run on your road, and on what terms? None.

ACCIDENTS.

Included in Lehigh and Susquehanna railroad report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Wolle.....	Bethlehem.
E. W. Clark.....	Philadelphia.
F. R. Cope.....	Philadelphia.
John Leisenring.....	Mauch Chunk.
Charles Brodhead.....	President.
S. Shepherd.....	Secretary and Treasurer.

LEHIGH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared, E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company and owners of the Lehigh and Susquehanna railroad, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of February, 1875. }

CHARLES GIBBONS, JR., *Notary Public.*

STOCK AND DEBT.

The Lehigh and Susquehanna railroad is owned by the Lehigh coal and navigation company, and has no separate organization, capital or debt. It is leased to and operated by the Central railroad of New Jersey.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$12,754,395 17</u>	<u>\$13,223,345 88</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Union Junction, Pa.	105 miles.
Length of main line of road laid.	105 "
Length of main line of road laid in Pennsylvania.	105 "
Length of double track of road.	42 "
Length of sidings.	87 "
Gauge of road.	4 feet 8½ in.
Weight of rail per yard on main track.	56, 60, 62½ and 65 lbs.
Branch roads owned by the company, and their length, viz :	
Nescopee Branch, 9 miles ; Nanticoke Branch, 20¼ miles ;	
Coplay, 1 mile ; Lee Branch, 2 miles.	
Roads worked or leased by the company, viz : Lehigh and Lackawanna, 15 miles ; Nesquehoning Valley, 16½ miles ; Trescow, 6 miles.	
Number of engine houses and shops: 7 engine houses ; 4 shops ; total.	11
Number of engines.	92
Number of first class passenger cars, (average cost of each, \$4,750,)	14
Number of second class passenger cars.	None.
Number of baggage, mail and express cars, (average cost of each, \$3,500,)	12
Number of freight cars: House cars, (average cost of each, \$600,) 130 ; trucks, (average cost of each, \$575,) 428 ; total.	568
Number of coal, ore and gravel cars: Coal, (average cost of each, \$225,) 14,230 ; ore, (average cost of each, \$250,) 14 ; gravel, (average cost of each, \$250,) 163 ; total.	14,407
Number of caboose cars, (average cost of each, \$525,) ...	39
Number of iron bridges, (total length in feet, 2,553,)	16
Number of wooden bridges, (total length in feet, 3,514,) ..	37
Number of stone bridges, (total length in feet, 250,)	21
Number of culverts.	None.
Number of railroads crossed: Belvidere and Delaware, once above grade ; Lehigh Valley, once at and twice above grade.	
Number of stations on main road: Passenger and freight, ...	45
Number of wood and water stations on main road.	19
Value of real estate held by the company exclusive of road way.	None.

Number of tunnels, (length of each, 1,800 and 500 feet,)..	2
How is track laid, and on what foundation? Gravel and stone ballast, wooden cross-ties.	
Length in miles laid with steel rail, (24 during the year,)..	107

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	454,006
Number of miles run by freight trains.....	194,942
Number of miles run by coal trains.....	1,205,672
Number of through passengers for the year on main road,	1,894½
Number of passengers (all classes) carried in cars.....	644,351
Number of tons of 2,000 lbs. of through freight for the year on main road.....	4,766
Number of passengers carried one mile.....	8,584,622
Number of tons of freight carried one mile: Coal, 171,-649,229; merchandise, 10,106,406.....	181,755,635
Number of passengers carried one mile in the State of Pennsylvania.....	8,584,622
Number of tons of freight carried one mile in the State of Pennsylvania.....	No record.
Gross amount of tonnage for the year, (2,000 lbs. per ton:)	
Coal, 2,972,286; merchandise, 261,075.....	3,233,361
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	25
Average rate of speed adopted by express trains, including stops.....	30
Average rate of speed adopted by freight trains, including stops.....	8 to 15
Weight of first class passenger engines.....	30 to 34 tons.
Weight of freight engines.....	35 to 40 "

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	53,521½	July, 1874.....	64,127½
February, 1874.....	42,642½	August, 1874.....	58,234½
March, 1874.....	54,006	September, 1874.....	55,291½
April, 1874.....	50,959½	October, 1874.....	59,973
May, 1874.....	50,446	November, 1874.....	50,255
June, 1874.....	50,705½	December, 1874.....	54,137

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	2,972,286	Iron and other ores.....	47,268
Bituminous coal.....	525	Stone and lime.....	31,804
Petroleum and other oils.....	178	Agricultural products.....	19,580
Pig iron.....	25,942	Merchandise and manufactures,	57,697
Railroad iron.....	3,415	Live stock.....	785
Other iron or castings.....	9,427	Lumber.....	64,454

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers.....	$3\frac{1}{2}$ and $2\frac{1}{2}$ cts.
For first class way passengers.....	$3\frac{1}{2}$ and $2\frac{1}{2}$ “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, (per ton per mile,).....	$3\frac{1}{2}$ cents.
For through coal, (per ton per mile,).....	$1\frac{1}{2}$ “
For local freight, (per ton per mile,).....	$3\frac{1}{2}$ “
For local coal, (per ton per mile,).....	$1\frac{1}{2}$ “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$410,245 14	\$36,922 06	\$373,323 08
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$64,093 02	\$16,023 25	\$48,069 77
Repairs of passenger and baggage cars.....	18,312 29	18,312 29	.....
Repairs of freight cars.....	82,405 30	.....	82,405 30
Repairs of tools and machinery in shops.....	7,324 92	1,098 74	6,226 18
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	10,987 37	1,648 11	9,339 26
Total.....	183,122 90	\$37,082 39	146,040 51
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$23,583 54	\$5,895 89	\$17,687 65
Agents and clerks.....	42,879 17	8,575 83	34,303 34
Labor—loading and unloading freight.....	43,593 82	.....	43,593 82
Porters, watchmen and switch tenders.....	28,586 11	2,572 75	26,013 36
Car cleaning and inspecting, furniture and fixtures.....	18,580 97	2,787 15	15,793 82
Wood and water station attendance.....	4,287 92	857 58	3,430 34
Conductors, baggage masters and brakemen.....	214,395 84	21,439 58	192,956 26
Engineers and firemen.....	132,210 77	17,187 40	115,023 37
Fuel and cost of preparing for use.....	121,490 98	14,578 92	106,912 06
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	35,732 64	6,074 54	29,658 10
Telegraph, mail and station expenses.....	39,305 90	9,823 98	29,481 92
Loss and damage of goods and baggage.....	2,858 61	.....	2,858 61
Damage to property, including damage by fire and cattle killed on road.....	2,143 96	643 19	1,500 77
General superintendence.....	5,002 58	1,250 64	3,751 94
Total.....	714,652 81	\$91,687 45	622,965 36

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds, and other sources None.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express	Total.
January, 1874	\$9,204 38	\$83,722 03	\$440 07	\$93,366 48
February, 1874	10,601 56	137,847 45	552 70	149,001 71
March, 1874	15,029 71	245,565 07	258 52	260,853 30
April, 1874	15,106 52	290,584 91	347 11	306,038 54
May, 1874	14,952 17	313,897 22	397 09	329,246 48
June, 1874	14,949 04	319,897 03	368 18	335,214 25
July, 1874	19,905 32	161,031 31	246 27	181,182 90
August, 1874	20,104 36	296,001 98	265 40	316,371 74
September, 1874	17,811 44	371,270 44	339 21	389,421 09
October, 1873	17,403 07	396,439 70	366 81	414,209 58
November, 1874	12,889 87	308,906 94	336 62	322,133 43
December, 1874	15,201 39	272,671 36	389 22	288,261 97
Total	183,158 83	3,197,835 44	4,307 20	3,385,301 47

SUMMARY OF PAYMENTS.

For construction and equipment None.

For maintaining the road, &c.—repairs of machinery and
operating the road \$1,368,020 85

For dividends, interest, miscellaneous, surplus fund, municipal and State
taxes: Included in report of Lehigh coal and navigation company.

Cost of transportation :

Cost per passenger per mile, proximate average 1 $\frac{93}{100}$ cents.
Cost per ton of freight per mile, proximate average 0 $\frac{95}{100}$ "

What express companies run on your road, and on what terms? Central
express company, paying regular rates same as other parties.

What transportation companies run on your road, and on what terms?
None.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	1
Employees	7	4
Others	7	..
Total	15	5

1874.

January 24. Frank Fessler, engineer, had right leg fractured by collision
of engine No. 210, and Lehigh coal and navigation company's engine No.
10, in the South end of Nesquehoning tunnel.

February 16. Early this morning engine 247, on through freight train, No. 20, bound north, ran into a slide at 26 mile post, about one and a half miles south of Treihler station, throwing the engine down an embankment and piling several of the cars on top of it. The engineer, Daniel Stanton, was burned to a crisp under the wreck of the engine and ears which took fire from the engine. Arthur Detro, fireman, and Frank Ryan, brakeman, were seriously scalded and burned, but are now rapidly recovering.

February 23. James Kirk, an employee of the Lehigh Valley railroad while walking on the track near the Wilkesbarre station was struck by engine of express No. 7, bound south, receiving injuries which terminated fatally an hour afterward. The deceased was deaf and dumb, and not seeing the approaching train, failed to hear the repeated danger signals. The mayor of Wilkesbarre pronounced inquiry unnecessary.

March 5. James Hanity, a laborer on gravel train, was fatally injured by being caught between moving ears and stonewall alongside track at stone quarry near 55 mile post. Frank Diehm, engineer; James Gallagher, conductor.

March 17. A woman named Isabella M'Goldrick, aged and deaf, stepped on the track, near Miner station, directly in front of express train No. 3, and received injuries which terminated fatally the same evening. Hiram Dye, engineer. F. L. Ferry, conductor.

March 26. Coal train No. 59 struck a mule team at crossing at Weissport, killing the driver, Henry Felling, of Krugsville, Pa., and one of the mules. The driver saw the train approaching and stopped before reaching the track, but immediately started his team again, which was struck by the engine with the above result. F. Richeldefer, engineer. George W. Edick, conductor.

April 21. Mrs. John M'Hale, a passenger on express train, No. 6, jumped from the train while in motion, at Bethlehem junction station, with an infant in her arms. The accident resulted in the death of the child and slight injury to Mrs. M'Hale. The coroner's jury rendered a verdict fully exonerating the company and its employees. James M'Carty, engineer. L. I. Greene, conductor.

April 25. N. E. Kenney, freight brakeman, fell between the ears of train No. 65, while in motion, near Bethlehem station, and had both legs crushed, from the effects of which he died two days after. F. Richeldefer, engineer. S. P. Kieffer, conductor.

May 25. James Dougherty, a track laborer, was instantly killed in Mauch Chunk yard this date, by engine No. 233 backing over him. D. M'Lean, engineer. Thomas Farrall, conductor.

June 16. David Davenport, coal brakeman, had his leg fractured by collision between first and second sections of train, No. 56, at Leslie Run. Boyd Alvord, engineer. W. E. Wells, conductor.

July 17. Mrs. Elizabeth Carey, of Pleasant Valley, stepped on the track at that station, directly in front of the rear portion of freight train, No. 11, which had been detached to make a "flying switch," and was instantly killed. James Street, engineer. Geo. Geary, conductor.

September 16. James Garrity, employed as brakeman, on Ashley Plains, while riding on a "back track" train, attempted to walk over the top of the cars, and falling between them, was instantly killed. John Stubblebine, engineer. C. H. Pierce, conductor.

September 17. Edward O'Brien, of Bethlehem, Pa., was fatally injured by engine of branch train, No. 24, striking him as he was crossing the track near the station. The coroner's jury rendered a verdict of accidental death, and exonerated the company from all blame. Fred. Yeoman, engineer. H. B. Fish, conductor.

September 25. Thomas Spingler, of Allentown, in attempting to drive across the track near Seigfreid station, in face of express train, No. 2, was struck by the engine and received injuries which terminated fatally, September 27. Jas. M'Carly, engineer. E. D. Horn, conductor.

October 29. William Hopkins, of Newtown, Pa., lying on the track near Pleasant Valley station, about 9 P. M., was struck by engine of passenger train, No. 6, receiving injuries which terminated fatally the following day. Geo. Winterstein, engineer. L. J. Green, conductor.

November 12. Conrad Minninger, walking on the track near Solomon's Gap station, was struck by engine of express train No. 10, bound north, receiving fatal injuries. Stuart Bennett, engineer. C. E. Starr, conductor.

November 16. M. Cooney, stealing a ride on Nanticoke Branch coal train jumped from the train while in motion, near Wanamie, and fell under the cars, receiving injuries which terminated fatally the same day. Michael Russell, engineer. Johnson Poulson, conductor.

December 23. John H. Moore, canal foreman at Coal Port, walking on the track near Mauch Chunk round-house, stepped from one track to the other to avoid an approaching coal train, when he was struck by engine 199 backing down to the station, and instantly killed. M. S. Miller, engineer.

December 30. John F. Buchanan, an employee at Ashley Plains, jumped from express train No. 6, while in motion, at Hazle street, Wilkesbarre, on the evening of this date, and fell under the cars, which severed his head and left arm, causing instant death. John H. Wa, engineer. John H. Schwab, conductor.

NAMES AND RESIDENCE OF OFFICERS.

(Same as the Lehigh Coal and Navigation company.)

LEHIGH VALLEY.

STATE OF PENNSYLVANIA,)
Philadelphia City, } ss :

Personally appeared Charles Hartshorne, vice president, and L. Chamberlain, treasurer, of the Lehigh Valley railroad company, and in due form of law affirmed, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) CHARLES HARTSHONE, *Vice President.*
 L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, this }
 18th day of January, 1875. }

W. C. ALDERSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$24,419,250 00
Amount paid in as by last report.....	21,916,850 00
Total amount now paid in of capital stock.....	24,419,250 00
Funded debt as per last report.....	10,875,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 1, 1898,).....	\$5,000,000 00
2d mortgage bonds, (date of maturity, September 1, 1910,)....	6,000,000 00
Consolidated mortgage bonds, (date of maturity : \$859,000 00 due December, 1923 ; \$5,000,000 00 sterling, a por- tion due annually till 1897,).....	5,859,000 00
	<hr/> 16,859,000 00
Floating debt as per last report, (less cash on hand,)....	1,837,643 23
The amount now of floating debt.....	None.
Total amount now of floating and funded debt, (less cash on hand,)	16,680,103 07
Rate per cent. per annum of interest on funded debt : 1st mortgage, 6 per cent. ; 2d mortgage, 7 per cent. ; 3d mortgage, 6 per cent.	

Date and rate per cent. per annum of dividend or dividends: Cash, January 15, \$547,921 25, ($2\frac{1}{2}$ per cent. ;) April 15, \$596,328 75, ($2\frac{1}{2}$ per cent. ;) July 15, \$605,621 25, ($2\frac{1}{2}$ per cent. ;) October 15, 608,311 25, ($2\frac{1}{2}$ per cent. ;) equal 10 per cent. for year.

Number of shares of stock issued.....	488,385
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared: January, \$21,916,850 00; April, \$23,853,150 00; October, \$24,332,450 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$14,621,680 38	\$14,621,680 38
Equipment	5,867,482 07	5,997,090 64
Total cost.....	20,489,162 45	20,618,771 02

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Wilkesbarre, Pa.....	101 miles.
Length of main line of road laid	101 "
Length of main line of road laid in Pennsylvania	101 "
Length of double track of road on main line and branches,	99 $\frac{11}{100}$ "
Length of sidings	145 $\frac{52}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz:	
Penn Haven Junction to Audenried, 17.71 miles; Penn Haven to Tomhicken and branches, 35.31 miles; Lumber Yard to Milnesville and branches, 17.61 miles; Black Creek Junction to Mt. Carmel and branches, 57.50 miles; Slatington to Slate Dale, 3.30 miles.	
Roads worked or leased by the company, viz: Pennsylvania and New York railroad, from Wilkesbarre to Lackawanna Junction, 9.60 miles.	
Number of engine houses and shops: 15 engine houses, 7 shops.	
Number of engines.....	199

Number of first-class and second-class passenger cars, (average cost of each, \$4,500,).....	49
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	29
Number of freight cars, (average cost of each, \$650,)....	1,340
Number of coal, tool and gravel cars: Coal, (rated as eight wheel cars, average cost of each, \$500,) 8,748; tool, (average cost of each, \$500,) 14; gravel, (average cost of each, \$400,) 63; total.....	8,825
Number of caboose cars, (average cost of each, \$400,)....	26
Number of iron bridges, (total length in feet, 2,730,)	19
Number of wooden bridges, (total length in feet, 4,684,)..	37
Number of stone bridges, (total length in feet, 383,).....	20
Number of culverts, (total length in feet, 12,664,)	205
Number of railroads crossed: Above our road, 3; on same level, 4; below our road, 4; total.....	11
Number of stations on main road: Passenger and freight..	54
Number of wood and water stations on main road: Coal and wood, 9; water, 32; total.....	41
Value of real estate held by the company exclusive of roadway	\$1,000,000 00
Number of tunnels, (length in feet, 1,023,)	1
How is track laid, and on what foundation? On oak and chesnut cross-ties, gravel and cinder ballast.	
Length in miles laid with steel rail	104 $\frac{59}{100}$

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains,	3,181,154
Number of through passengers for the year on main road,	15,657 $\frac{1}{2}$
Number of passengers (all classes) carried in cars.....	1,169,201
Number of tons of 2,000 lbs. of through freight for the year on main road: No account kept.	
Number of passengers carried one mile.....	17,460,832
Number of tons of 2,000 lbs. of freight carried one mile...	67,298,058
Number of passengers carried one mile in the State of Pennsylvania	17,460,832
Number of tons of freight and coal carried one mile in the State of Pennsylvania.....	67,298,088
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	6,608,849
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 to 25

Average rate of speed adopted by express trains, including stops, (miles per hour,).....	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10
Weight of first class passenger engines : 52,000 to 78,000 pounds.	
Weight of freight engines : 63,000 to 97,000 pounds.	

Monthly statement of passengers (all classes) carried in cars :

December, 1873.....	87,962 $\frac{1}{2}$	June, 1874.....	97,059 $\frac{1}{2}$
January, 1874.....	85,580 $\frac{1}{2}$	July, 1874.....	122,206 $\frac{1}{2}$
February, 1874.....	74,686 $\frac{1}{2}$	August, 1874.....	126,428 $\frac{1}{2}$
March, 1874.....	87,852	September, 1874.....	111,314 $\frac{1}{2}$
April, 1874.....	88,871 $\frac{1}{2}$	October, 1874.....	108,043 $\frac{1}{2}$
May, 1874.....	92,348 $\frac{1}{2}$	November, 1874.....	87,007

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	4,648,739	Iron and other ores.....	494,227
Bituminous coal.....	26,622	Stone and lime.....	63,787
Petroleum and other oils.....	180,911	Live stock.....	45,111
Pig iron.....	236,961	Lumber.....	116,218
Railroad iron.....	36,505	Other articles.....	759,768

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3 “
For second class through passengers.....	2 “

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through and local freight, per ton per mile.....	1 $\frac{8.8}{100}$ cents.
For through and local coal, per ton per mile.....	2 $\frac{2.1}{100}$ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$921,169 60
Taxes on real estate.....	21,375 22
Total.....	942,544 82

Repairs of machinery :

Repairs of engines and tenders.....	\$282,224 25
Cleaning engines and tenders.....	41,946 79
Repairs of passenger and baggage cars.....	64,910 25
Repairs of freight cars.....	152,133 22
Repairs of coal cars.....	519,920 51
Repairs of tools and machinery in shops, and new machinery,	41,341 23
Total.....	1,102 476 25

Operating the road :

Equipment renewed.....	\$64,596 47
Office expenses, stationery, &c.....	12,344 63
Agents and clerks,.....	77,810 50
Watchmen	81,619 81
Conductors, baggage masters and brakemen.....	363,538 86
Engineers and firemen	246,032 25
Fuel, and cost of preparing for use.....	315,436 19
Oil and waste for engines and tenders, passenger, baggage and freight cars, and all other purposes.....	94,985 68
Telegraph expenses.....	24,827 67
Loss and damage of goods and baggage, freight and coal..	12,159 28
Damage for injury of persons.....	6,229 49
Damage to property, including damage by fire and cattle killed on road.....	1,371 00
General superintendence	122,632 46
Contingeneies.....	2,813 05
Total.....	<u>1,426,397 29</u>

Allotted to coal.....	\$2,410,996 08
Allotted to freight.....	749,327 13
Allotted to passenger.....	311,095 15
Total	<u>3,471,418 36</u>

Receipts on construction and equipment account during the year :

From stockholders.....	\$1,283,001 25
From sale of bonds.....	5,984,000 00
Total	<u>7,267,001 25</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars	Coal.	Total.
Dec., 1873....	\$33,876 54	\$84,371 06	\$4,388 23	\$27,999 26	\$211,295 17	\$361,930 26
Jan., 1874....	33,807 67	85,392 38	3,528 67	45,689 67	347,263 05	515,681 44
Feb., 1874....	28,887 19	83,533 18	3,249 87	36,924 59	278,992 91	431,587 74
March, 1874..	33,307 45	96,275 05	3,670 97	36,804 79	375,895 78	545,954 04
April, 1874...	35,783 12	103,932 76	3,515 66	41,560 16	400,320 34	585,112 04
May, 1874....	38,189 93	108,680 29	5,366 38	40,291 58	435,934 78	628,462 96
June, 1874...	42,621 01	104,252 59	3,793 02	42,597 34	429,732 44	622,996 40
July, 1874....	53,571 84	95,668 02	3,738 97	44,003 68	367,798 07	564,780 58
Aug., 1874...	54,423 69	103,244 74	3,775 91	41,886 35	362,481 60	565,812 29
Sept., 1874...	49,083 30	101,850 53	3,951 67	47,244 75	379,583 20	581,713 45
Oct., 1874....	45,195 49	127,701 39	4,278 16	53,519 10	516,621 21	747,315 35
Nov., 1874....	38,089 46	99,539 82	4,369 61	44,189 49	421,856 09	608,044 47
Total	486,836 69	1,194,441 81	47,627 12	502,710 76	4,527,774 64	6,759,391 02

SUMMARY OF PAYMENTS.

For equipment.....	\$129,608 57
For maintaining the road, &c.—repairs of machinery and operating the road.....	3,471,418 36
For dividends.....	2,358,182 50
For interest on bonds.....	810,775 30
For miscellaneous.....	122,466 26
For surplus fund and municipal taxes.....	Nothing.
For State taxes.....	194,211 91
Total.....	<u>7,086,662 90</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	1 $\frac{7}{10}$ cents.
Cost per ton freight per mile, proximate average.....	1 $\frac{11}{100}$ “

What express companies run on your road, and on what terms? Central express company, and Philadelphia and Reading express company, on cars furnished by railroad company.

What transportation companies run on your road, and on what terms? The P. R. R. and A. V. R. R. oil line, the Empire transportation company, and the Erie and Western transportation company, on cars furnished by themselves.

ACCIDENTS.

	Killed.	Injured.
Employees.....	9	14
Others.....	19	17
Total.....	<u>28</u>	<u>31</u>

EMPLOYEES KILLED.

1874.

March 10. John Seltzer, trackman, near Lehigh Gap, crossing track ahead of passenger train.

May 8. Joseph Fritzinger, brakeman, at Coal Port, fell under coal train.

May 15. John Funk, brakeman, at Port Delaware, fell under coal train.

June 12. Bernard Dodd, trackman, at Pittston, fell under gravel train.

June 23. William Rankin, engineer, at South Easton, run over by passenger train.

June 26. Paul Schæffer, trackman, near Coplay, run over by freight train.

June 30. Charles Klinger, brakeman, near South Wilkesbarre, fell under coal train.

September 23. Samuel O'Brian, conductor of freight train, at Allentown, fell under freight train.

November 25. John Duian, Jr., water carrier for trackmen, at Bethlehem, run over by coal train.

EMPLOYEES INJURED.

1873.

December 27. John Deubler, brakeman; arm broken by brake chain breaking at Summit.

1874.

March 20. Lewis Dotter, brakeman; leg broken while loading freight at Hickory Run.

April 23. Theodore Cummiskey, brakeman; slightly injured by running against switch target at East Penn Junction.

May 1. Nathan Leffler, brakeman; slightly injured while coupling cars at Mauch Chunk.

May 23. James Compton, brakeman; slightly injured while coupling cars at Easton.

May 24. William H. Nixon, brakeman; slightly injured while turning switch at Bethlehem.

May 27. John Krotzer, conductor of gravel train; arm crushed while coupling cars at Packerton.

July 9. Asher Washburn, brakeman; both feet cut off by falling under coal train near Beaver Meadow.

July 30. Crayton Woodring, bridge watchman; slightly injured by being struck by coal train at Penn Haven.

August 5. William Zanes, brakeman; arm broken by engine running off track near Redington.

October 23. George Clark, brakeman; hand crushed while coupling cars at Penn Haven Junction.

October 27. Peter Quinn, brakeman; slightly injured by striking overhead bridge near East Penn Junction.

October 31. Frederick Seitz, brakeman; foot crushed while coupling cars at Penn Haven.

November 30. Joseph Hoyle, brakeman; hand crushed while coupling cars at Easton.

OTHERS KILLED.

1874.

January 22. Barney Collins, run over while walking on track near Chain dam.

February 28. Michael Sweeney, laborer, run over while walking on track near Redington.

March 7. Unknown man, run over while walking on track at Kittatinny.

May 22. Michael Boyle, laborer, run over while crossing track at Eber-vale.

June 15. John Hawkins, Jr., laborer, tried to get on a coal train near Hokendauqua.

June 20. Henry Fisher, laborer, struck by passenger train while crossing track at Wilkesbarre.

June 30. Philip Lynch, boy, run over while riding on freight train at South Easton.

July 3. Arthur Geohagan, miner, run over while walking on track near Sugar Notch.

July 10. Edward M'Laughlin, miner, run over while walking on track near Catasaqua.

July 18. Michael Nester, mason, run over while drunk and sleeping on side track at Easton.

July 25. Peter Fittler, (or Brehm,) boy, slate picker, tried to get on coal train near Delano.

July 27. Bernard M'Groarty, laborer, run over while drunk and asleep on track near Hazle creek bridge.

August 4. Michael M'Laughlin, laborer, run over while drunk and lying on track near Delano.

August 6. Hugh Byrne, laborer, run over while walking on track near Allentown.

August 8. Owen Lynch, miner, tried to jump on passenger train while drunk at Weatherly.

August 11. Neil Sweeney, saloon keeper, struck by passenger train while running on track at Glendon.

August 17. John Zimmerman, threw himself under a train at Lehigh-ton.

October 3. Unknown man; struck by passenger train while standing on track, at Packerton.

October 13. John J. Kidd, boy; fell under freight train, at Bethlchem.

OTHERS INJURED.

1873.

December 23. Philip Meeham, boy; foot crushed while riding on coal train at South Easton.

1874.

February 19. Philip Knoche, laborer; slightly injured while walking on bridge at Allentown.

February 21. Dominice Broghammer, laborer; run over and arm crushed while walking on track at Fullerton.

March 31. William Arnot, laborer; leg crushed while trying to get on train at East Penn Junction.

April 8. John O'Neil, tramp; leg broken while walking on track near Mauch Chunk.

April 18. Anthony O. Kenfuss, boy; run over and four toes cut off while crossing track at South Easton.

April 23. James Berchil, laborer; ankle broken while crossing track at Bethlehem.

May 1. Mrs. P. Mouth, foot cut off while picking coal from under cars at Glendon.

May 2. Charles Schwank, boy; foot crushed while trying to get on a coal train at Pittston.

May 6. Thomas Gray, tramp; struck by passenger train while walking on track near Bethlehem.

May 31. James M'Intyre, laborer; slightly injured; struck by a coal train while lying on track near Catasauqua.

June 17. Mathias Glowore, mason; slightly injured; struck by coal train while walking on bridge at Allentown.

July 21. John Devine, miner; leg broken while drunk and sitting on platform at Audenried.

Aug. 31. Thomas Daily, merchant; slightly injured while walking too near the track, at Easton.

October 4. Martin Patten, laborer, at Wilkesbarre; fell under train while running up to station.

October 19. John M'Grate, laborer; slightly injured while walking on the track at Bethlehem.

November 9. Jonas Oswald, slightly injured while drunk and walking on track at Slatington.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Hartshorne.....	Philadelphia.
William W. Longstreth.....	Philadelphia.
J. Gillingham Fell	Philadelphia.
John Taylor Johnston.....	New York.
William H. Gatzmer.	Philadelphia.
David Thomas.....	Catasauqua.
Ashbel Welch.....	Lambertville, N. J.
William L. Conyngham.....	Wilkesbarre.
Ario Pardee.....	Hazleton.
William A. Ingham.....	Philadelphia.
Joseph Wharton.....	Philadelphia.
George B. Markle.....	Philadelphia.
Asa Packer, President	Philadelphia.
John R. Fanshaur, Secretary.....	Philadelphia.
Lloyd Chamberlain, Treasurer.....	Philadelphia.
Charles Hartshorne, Vice President.....	Philadelphia.
Robert H. Sayre, Gen. Supt. and Chief Engineer, Bethlehem.	

LEWISBURG, CENTRE AND SPRUCE CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, George F. Miller, president, and Joseph Lesley, treasurer, of the Lewisburg, Centre and Spruce Creek railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874 are true, to the best of their knowledge and belief.

(Signed)

G. F. MILLER, *President.*

JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, A. D. 1875. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount of stock subscribed.....	346,700 00
Amount paid in as by last report.....	245,635 40
Total amount now paid in of capital stock.....	251,503 40
Funded debt as per last report	1,545,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1902,)..	1,545,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	40,147 10
Total amount now of floating and funded debt.....	1,585,147 10
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	3,149
Par value of each share	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,256,545 44	\$1,036,805 60
Equipment	None.	None.

The cause for this decrease is owing to certain amounts, such as discount on sale of bonds, &c., being taken out of construction account and charged to profit and loss.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewisburg Junction to Tyrone.....	87 $\frac{38}{100}$ miles.
Length of main line of road laid	19 “
Length of main line of road laid in Pennsylvania.....	19 “
Length of double track of road	None.
Length of sidings	$\frac{9}{10}$ miles.
Gauge of road	4 $\frac{75}{100}$ feet.
Weight of rail per yard on main track	52 and 56 lbs.
Branch roads owned, and roads worked or leased by the company, and number of engine houses and shops.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,850,)..	16
Number of culverts, (total length in feet, 275,)	13
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	6
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road-way	\$15,200 00
Number of tunnels in course of construction, (length of each, 260 and 320 feet,).....	2
How is track laid, and on what foundation? On cross-ties and broken stone ballast.	
Length in miles laid with steel rail	None.

This road is leased until July 23, 1875, to the Pennsylvania railroad company, lessee of the Philadelphia and Erie railroad, and the returns will be embraced in the annual report of the Pennsylvania railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. F. Miller.....	Lewisburg, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
James P. Coburn.....	Aaronsburg, Pa.
R. H. Duncan.....	Spring Mill, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Eli Slifer.....	Lewisburg, Pa.
J. R. Lowrie.....	Warrior's Mark, Pa.
George F. Miller, President	Lewisburg, Pa.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia, Pa.

LIGONIER VALLEY.

STATE OF PENNSYLVANIA, }
Westmoreland County, } ss:

Personally appeared S. H. Baker, president, and Col. John M'Farland, treasurer of the Ligonier Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

G. H. BAKER, *President,*

JOHN M'FARLAND, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1875. }

H. BLACK, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	61,000 00
Amount paid in as by last report.....	44,856 77
Total amount now paid in of capital stock	50,123 86
Funded debt as per last report, and amount now of funded debt.....	None.
Floating debt as per last report.....	5,212 71
The amount now of floating debt	8,862 10
Total amount now of floating and funded debt.....	8,862 10
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	1,220
Par value of each share	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report	By present report.
Construction.....	\$43,888 93	\$58,516 15

CHARACTERISTICS OF ROAD.

Length of main line of road, from Ligonier to Latrobe.....	10 $\frac{2}{10}$ miles.
Length of main line of road laid, length of main line of road laid in Pennsylvania, length of doubletrack of road, length of sidings, branch roads owned, and roads worked or leased by the company.....	None.

Gauge of road, (intended,)	4ft. 8½in.
Weight of rail per yard on main track	56 pounds.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 40,)....	2
Number of culverts.....	No record.
Number of stations on main road: Passenger and freight, none established.	
Number of railroads crossed, number of wood and water stations on main road, and number of tunnels.....	None.
Value of real estate held by the company, exclusive of road way	\$1,000 00
How is track laid, and on what foundation? No track laid; road only graded.	
Length in miles laid with steel rail.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
R. M. Graham.....	Ligonier, Pa.
W. A. Bair	Ligonier, Pa.
M. Keffer.....	Ligonier, Pa.
J. M. Brenizer.....	Ligonier, Pa.
F. Smith.....	Ligonier, Pa.
John M'Farland.....	Ligonier, Pa.
John Oursler,.....	Latrobe Pa.
S. H. Baker, President.....	Latrobe, Pa.
John Hargnett, Secretary.....	Ligonier, Pa.
John M'Farland, Treasurer.....	Ligonier, Pa.

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared John S. Hollingshead, president, of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the within approximated report, for the year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) JOHN S. HOLLINGSHEAD, *President.*

Sworn and subscribed before me, this }
20th day of February, 1875. }

MATTHEW GRIER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed.....	100,000 00

Amount paid in as by last report.....	\$100,000 00
Total amount now paid in of capital stock	100,000 00
Funded debt as per last report.....	30,716 67
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1884,).....	70,000 00
Floating debt as per last report	2,500 59
The amount now of floating debt.....	4,702 77
Total amount now of floating and funded debt.....	74,702 77
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, 10 per cent.....	\$5,000 00
Number of shares of stock issued.....	2,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$123,127 04	\$123,127 04

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Banksville..	3 miles.
Length of main line of road laid.....	3 "
Length of main line of road laid in Pennsylvania.....	3 "
Length of double track of road.....	None.
Length of sidings	1 mile.
Gauge of road.....	4 $\frac{3}{4}$ feet.
Weight of rail per yard on main track.....	53 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: Engine houses, 1; shops, 1; total.....	2
Number of engines.....	3
Number of first and second class passenger, baggage, mail, express and freight cars.....	None.
Number of coal cars, (average cost of each, \$150,).....	60
Number of caboose cars, number of iron and stone bridge, and number of railroads crossed.....	None.

RAILROAD REPORT.

273

Number of wooden bridges, (total length in feet, 300,)...	4
Number of culverts, (total length in feet, 200,).....	10
Number of stations on main road: Passenger, none; coal,	3
Number of water stations on main road.....	1
Value of real estate held by the company exclusive of road-way	\$100,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Stone, timber, and coal slack.	.
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains, number of through passengers for the year on main road, number of passengers (all classes) carried in cars, number of passengers carried one mile, and number of passengers carried one mile in the State of Pennsylvania..	None.
Number of miles run by coal trains: About.....	10,000
Number of tons of 2,000 lbs. of through coal for the year on main road	87,085½
Number of tons of coal carried one mile	261,256½
Number of tons of coal carried one mile in the State of Pennsylvania	261,256½
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	87,085½
Average rate of speed adopted by coal trains, including stops: No regular speed.	
Weight of freight engines: 16, 18 and 20 tons.	

The amount of freight, specifying the quantity in tons:.

Bituminous coal.....	87,085½
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The rate per ton (of 2,000 pounds) per mile charged for freight:

For through coal, including car service and all handling and charges: About.....	8.7 cents.
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$29,489 25
Taxes on real estate	781 08
Total	30,270 33

Repairs of machinery:

Repairs of engines and tenders.....	\$2,551 84
Repairs of coal cars	4,161 93
Repairs of tools and machinery in shops, including oil....	295 93
Total	7,009 70

Operating the road:

Office expenses, stationery, &c.....	\$12 02
Agents and clerks.....	790 06
Labor—unloading coal.....	2,437 82
Porters, watchmen and switch tenders.....	327 75
Wood and water station attendance	292 12
Engineers, firemen and brakemen	1,836 04
Fuel, and cost of preparing for use.....	1,440 50
Oil and waste for engines and tenders, coal cars and sand,	524 58
Damage to property, including damage by fire and cattle	
killed on road.....	78 00
General superintendence.....	1,200 00
Contingencies.....	437 78
Total	9,376 61

Receipts on construction and equipment account during the year:

From sale of bonds, to pay off old funded debt and repair	
damages by flood of July 26, 1874.....	\$70,000 00
From stockholders and other sources.....	Nothing.

RECEIPTS.

MONTHS.	Coal transportation in- cluding use of cars and unloading.....	Miscellaneous, includ- ing receipts from sale of bonds.....	Total.
January, 1874.....	\$4,542 11	\$621 63	\$5,163 74
February, 1874.....	5,125 02	515 08	5,640 10
March, 1874.....	4,161 72	301 75	4,463 47
April, 1874	3,462 73	2,233 45	5,696 18
May, 1874	921 63	49 04	970 67
June, 1874	1,062 19	71 00	1,133 19
July, 1874.....	1,069 39	402 89	1,472 28
August, 1874		50 50	50 50
September, 1874.....		34 00	34 00
October, 1874.....		71,024 00	71,024 00
November, 1874.....	2,750 02	156 50	2,906 52
December, 1874	2,058 10	41 50	2,099 60
Total.....	25,152 91	75,501 34	100,654 25

RAILROAD REPORT.

275

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road, and damage by flood of July 26, 1874,	\$45,875 56
For dividends.....	8,125 00
For interest.....	2,416 36
For miscellaneous, including old funded debt of \$30,716- 67 paid off.....	34,353 54
For surplus fund.....	6,378 15
For municipal taxes.....	781 08
For State taxes.....	2,724 56
Total	<u>100,654 25</u>

Cost of transportation :

Cost per ton of freight per mile, proximate average..... 5 to 6 cents.

What express and transportation companies run on your road. None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jonathan Letz	Economy, Beaver Co., Pa.
Jehu Howorth.....	Pittsburg, Pa.
Wm. H. Brown.....	Pittsburg, Pa.
Wm. Espy.....	Pittsburg, Pa.
Jacob Henrici.....	Economy, Beaver Co., Pa.
George Gray.....	Pittsburg, Pa.
John S. Hollingshead, President.....	Pittsburg, Pa.
Chas. S. Fetterman, Secretary.....	Pittsburg, Pa.
Jacob Henrici, Treasurer	Economy, Beaver Co., Pa.

LITTLESTOWN.

STATE OF PENNSYLVANIA, }
Adams County, } ss :

Personally appeared Ephraim Myers, president, and George Stonesifer, treasurer, of the Littlestown railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

EPHRAIM MYERS, *President.*GEO. STONESIFER, *Treasurer.*

Sworn and subscribed before me, this }
20th day of January, 1875. }

JOSEPH L. SHORB, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (when company was organized,).....	\$75,000 00
Amount of stock subscribed, (when company was organized,).....	53,750 00
Amount paid in as by last report.....	34,850 00
Total amount now paid in of capital stock	34,850 00
Funded debt as per last report.....	40,000 00
The amount now of funded debt, classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 5-20's,).....	40,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	40,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, November, 1873	3 per cent.
Number of shares of stock issued: 697 shares issued after the re-organization of the company.	
Par value of each share	\$50 00
Average market value during the year.....	68 12
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	34,850 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$115,616 00	\$115,616 00

Equipment furnished by other companies.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Pennsylvania and Maryland State line	9½ miles.
Length of main line of road laid	9½ "
Length of main line of road laid in Pennsylvania.....	9½ "
Length of double track of road.....	None.
Length of sidings	2,593 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned and roads worked or leased by the company	None.

Number of engine houses.....	1
Number of engines: Furnished by other companies.	
Number of first and second class passenger, baggage, mail, express and freight cars.....	None.
Number of coal, ore, stone and caboose cars, iron and stone bridges, railroads crossed, tunnels, and length in miles laid with steel rail.....	None.
Number of wooden bridges, (total length in feet, 176,)....	5
Number of culverts, (total length in feet, 60,).....	12
Number of stations on main road: Passenger and freight combined, 4; total.....	4
Number of wood and water stations on main road: One water station.	
Value of real estate held by the company, exclusive of road & way.....	\$1,000 00
How is track laid, and on what foundation? On ties of wood, resting on earth and stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains, (pas- senger and freight trains are combined,).....	12,520
Number of through passengers for the year on main road: No account kept in the books.	
Number of passengers (all classes) carried in cars.....	11,698
Number of tons of 2,000 lbs. of through freight for the year on main road.....	27,353
Number of passengers and tons of freight carried one mile, and passengers and tons of freight carried one mile in the State of Pennsylvania: From the manner in which the books are kept it is impossible to answer.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	40,845
Average rate of speed adopted by ordinary passenger and other trains, including stops, (miles per hour,).....	15

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	904	July, 1874.....	991
February, 1874.....	872	August, 1874.....	1,209
March, 1874.....	1,033	September, 1874.....	984
April, 1874.....	932	October, 1874.....	1,141
May, 1874.....	853	November, 1874.....	911
June, 1874.....	1,003	December, 1874.....	865

The amount of freight specifying the quantity in tons:

Anthracite coal.....	9,519	Agricultural products.....	4,687
Bituminous coal.....	4,695	Merchandise and manufactures..	6,754
Other iron or castings.....	353	Live stock.....	2,445
Iron and other ores.....	3,806	Lumber.....	4,934
Stone and lime.....	2,445	Other articles.....	1,207

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	4 cents.
For first class way passengers.....	4 "

The rate per ton (of 2,000 pounds) per mile, charged for freight :

For through freight, per ton per mile.....	2 to 5 cents.
For through coal, per ton per mile	3 "
For local freight, per ton per mile	2 to 5 "
For local coal, per ton per mile.....	3 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$3,434 33
Taxes on real estate	3 10
Total.....	3,437 43

Repairs of machinery:

Engines and all cars furnished by other companies, and the road worked at a fixed price per mile.

Operating the road :

Paid for operating or working road	\$5,055 30
Office expenses, stationery, &c	228 68
Agents and clerks.....	1,196 93
Use of freight cars.....	1,178 84
Contingencies.....	3,752 20
Total.....	11,411 95

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1874.....	\$284 40	\$921 82	\$123 75	.....	\$1,329 97
February, 1874.....	255 05	884 79	.....	.....	1,139 84
March, 1874.....	252 50	981 35	123 75	.....	1,357 60
April, 1874.....	317 30	1,023 31	.....	.....	1,415 88
May, 1874.....	301 55	1,068 02	75 27	\$49 00	1,418 55
June, 1874.....	285 10	1,273 71	.....	.....	1,558 81
July, 1874.....	313 00	1,140 53	123 75	3 10	1,580 38
August, 1874.....	364 40	810 44	.....	.....	1,174 84
September, 1874.....	300 35	1,284 97	.....	.....	1,585 32
October, 1874.....	411 00	1,197 64	.....	.....	1,608 64
November, 1874.....	278 85	817 60	123 75	.....	1,220 20
December, 1873.....	246 55	986 03	.....	141 22	1,373 80
Total	3,610 05	12,390 31	570 27	193 32	16,763 85

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$14,849 38
Dividends.....	1,045 50
Interest.....	2,800 00
Miscellaneous: Included in expense account.	
Surplus fund.....	Nothing.
Municipal taxes: Included in expense account.	
State taxes.....	680 84
Total.....	<u>19,375 72</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	1.90 cents.
Cost per ton of freight per mile, proximate average.....	2.12 “

What express companies run on your road, and on what terms? Adams express company, at 8 cents per 100 pounds.

What transportation companies run on your road, and on what terms? The Pennsylvania Fast Freight transportation company, at from 2 to 5 cents per 100 pounds.

ACCIDENTS. .

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ephraim Myers	Littlestown, Pa.
George Stonesifer.....	Littlestown, Pa.
Jos. L. Shorb.....	Littlestown, Pa.
E. F. Shorb.....	Littlestown, Pa.
Wm. Rider.....	Littlestown, Pa.
John S. Young.....	Hanover, Pa.
Geo. D. Klinefelter.....	Hanover, Pa.
Ephraim Myers, President.....	Littlestown, Pa.
Wm. M'Sherry, Secretary.....	Littlestown, Pa.
George Stonesifer, Treasurer.....	Littlestown, Pa.

LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Alexander J. Derbyshire, president, and Joseph Lapsley Wilson, treasurer, of the Little Schuylkill Navigation railroad and coal company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) ALEX. J. DERBYSHIRE, *President.*

JOS. LAPSLEY WILSON, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 29th day of December, 1874. }

JOHN RODGERS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$2,646,100 00
Amount paid in as by last report.....	2,646,100 00
Total amount now paid in of capital stock.....	2,646,100 00
Funded debt as per last report.....	747,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1, 1877,).....	735,500 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	735,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, 3½ per cent.; July, 3½ per cent.	
Number of shares of stock issued.....	52,922
Par value of each share.....	\$50 00
Average market value during the year, about.....	47 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	2,646,100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,416,187 80	\$1,416,187 80
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catawissa Railroad Junction to Port Clinton.....	28 $\frac{2}{10}$ miles.
Length of main line of road laid.....	28 $\frac{2}{10}$ "
Length of main line of road laid in Pennsylvania.....	28 $\frac{2}{10}$ "
Length of double track of road.....	None..
Length of sidings	27 $\frac{2}{10}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Panther Creek and Wabash Creek.....	3 miles..
Roads worked or leased by the company, viz: East Mahanoy.	
Number of engine houses and shops: Engine houses, 2; shops, 1; total.....	3.
Number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars	None..
Number of iron bridges, (total length in feet, 173,)	2
Number of wooden bridges, (total length in feet, 2,266 $\frac{1}{2}$,)	33
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 31 $\frac{1}{2}$,).....	4
Number of railroads crossed.....	None..
Number of stations on main road: Passenger and freight..	9
Number of wood and water stations on main road.....	5.
Value of real estate held by the company exclusive of roadway	\$10,000.00
Number of tunnels, (length, 900 feet,).....	1
How is track laid and on what foundation? Broken stone and coal dirt.	
Length in miles laid with steel rail.....	None..

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be returned by Philadelphia and Reading railroad company, lessees, (under contract dated July 7, 1868, for 93 years,) with such other items which we are unable to reply to in this report.

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds, and other sources..... Nothing..

RECEIPTS.

Philadelphia and Reading railroad company, lessees.....	\$185,227 00
Interest.....	60,506 52
Total.....	245,733 52

SUMMARY OF PAYMENTS.

For dividends, (including State taxes,)	\$187,115 40
For interest.....	51,412 79
For miscellaneous, (salaries, office and contingent expenses,)	5,623 57
For surplus fund and United States taxes.....	Nothing.
For municipal taxes on real estate.....	59 62
For State taxes, in item dividends above..	
Total.....	244,211 38
Total amount of surplus fund.....	Nothing.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Adolph E. Borie	Philadelphia.
Samuel J. Reeves.....	Philadelphia.
Daniel R. Bennett	Philadelphia.
Joseph H. Trotter.....	Philadelphia.
Samuel F. Ashton.....	Philadelphia.
John F. Blandy.....	Philadelphia.
Alexander J. Derbyshire, President	Philadelphia.
Jos. Lapsley Wilson, Secretary and Treasurer	Philadelphia.

LYKENS VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared George E. Hoffman, president of the Lykens Valley railroad and coal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) GEORGE E. HOFFMAN, *President.*

Sworn and subscribed before me, this }
12th day of January, 1875. }

J. E. CARPENTER, *Notary Public.*

STATE OF NEW YORK,)
City and County of New York,) ss:

Personally appeared Frederick A. Platt, treasurer of the Lykens Valley railroad and coal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of January, 1875. }

EDWIN F. COREY, JR.,
Com. for the State of Penn'a, in New York.

STOCK AND DEBT.

Capital stock as authorized by law.	\$800,000 00
Amount of stock subscribed.	600,000 00
Amount paid in as by last report.	600,000 00
Total amount now paid in of capital stock.	600,000 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, and total amount now of floating and funded debt.	None.
Date and rate per cent. per annum of dividend or dividends : 10 per cent. in cash, quarterly payments.	
Number of shares of stock issued.	30,000
Par value of each share.	\$20 00
Average market value during the year.	22 00
Amount paid in on each share.	20 00
Amount of capital on which the respective dividends were declared.	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.	\$578,767 24	\$578,767 24
Equipment.	17,000 00	17,000 00
Total cost.	595,767 24	595,767 24

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williams-town.	20 miles.
Length of main line of road laid.	20 "
Length of main line of road laid in Pennsylvania.	20 "
Length of double track of road, and length of sidings : Refer to Summit Branch railroad company, lessees.	

Gauge of road	4 ft. 9 inches
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company and their length, viz :	
Lykens Valley branch, about	1½ miles.
Roads worked or leased by the company	None.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	None.
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RECEIPTS.

The Lykens Valley railroad has been leased to the Summit Branch railroad company for \$62,500 a year, and all taxes and assessments except the United States income tax		\$62,500 00
Interest received.....		138 28
Total		62,638 28

SUMMARY OF PAYMENTS.

For construction, equipment, interest, municipal and State taxes, maintaining the road, &c.—repairs of machinery and operating the road.....	None.
For dividends	\$60,000 00
For miscellaneous and office expenses.....	1,520 07
For surplus fund.....	1,118 21
Total	62,638 28

The Lykens Valley railroad has been leased to the Summit Branch railroad company for 999 years, at a yearly rent of \$62,500, and all taxes, duties and assessments, except the United States income tax. Date of lease April 13, 1866.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. H. Grant.....	New York.
E. H. Owen.....	New York.
W. A. Falls.....	New York.
A. M. Lawrence.....	New York.
F. A. Platt.....	New York.
W. L. Cogswell.....	New York.
George Dayton.....	Peekskill, N. Y.
George E. Hoffman, President.....	Philadelphia.
F. A. Platt, Secretary and Treasurer.....	New York.

M'KEAN AND BUFFALO.

STATE OF PENNSYLVANIA, }
M'Kean County, } ss:

Personally appeared Byron D. Hamlin, president, and Walter T. Wilson, treasurer, of the M'Kean and Buffalo railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

BYRON D. HAMLIN, *President.*

WALTER T. WILSON, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of December, 1874. }

G. M. SMITH, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$400,000 00
Amount of stock subscribed.....	400,000 00
Total amount now paid in of capital stock.....	115,120 00
The amount now of floating debt.....	20,000 00
Number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share, aproximately.....	\$15 00

COST OF ROAD AND EQUIPMENT.

By present report.

Amount paid on account of construction, about.....	\$120,000 00
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CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Larabee to Clemont.....	23 miles.
Length of main line of road laid, and length of main line of road laid in Pennsylvania.....	None.
Proposed gauge of road.....	4 feet 8½ in.
Proposed weight of rail per mile.....	62 pounds.
Number of miles of road graded	12

Construction of the road commenced late in September and no part is completed as yet, but will be finished in five or six months from now.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. D. Hamlin.....	Smethport, Pa.
D. R. Hamlin.....	Smethport, Pa.
J. Condet Smith.....	Buffalo, N. Y.
W. H. Glenney.....	Buffalo, N. Y.
Geo. J. Magee.....	Watkins, N. Y.
Jno. W. Foll.....	North-East, Pa.
Jno. F. M'Pherson.....	Warren, Pa.
Byron D. Hamlin, President.....	Smethport, Pa.
Jno. F. M'Pherson, Secretary.....	Warren, Pa.
Walter T. Wilson, Treasurer.....	Buffalo, N. Y.

MIFFLIN AND CENTRE COUNTY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Thomas A. Scott, president, and Albert Hewson, treasurer, of the Mifflin and Centre County railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) THOMAS A. SCOTT, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
12th day of February, 1875. {

ALEX. COLVILLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	65,675 00
Amount paid in as by last report.....	65,675 00
Total amount now paid in of capital stock	65,675 00
Funded debt as per last report.....	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Aug. 1, 1897,)..	200,000 00
Floating debt as per last report	15,261 22
The amount now of floating debt.....	2,517 55
Total amount now of floating and funded debt.....	202,517 55

Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent
Date and rate per cent. per annum of dividend or dividends,	No dividend.
Number of shares of stock issued.....	1,313
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$265,075 89	\$266,318 74

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown Junction to Milroy	12 $\frac{5}{10}$ miles.
Length of main line of road laid..	12 $\frac{5}{10}$ "
Length of main line of road laid in Pennsylvania.....	12 $\frac{5}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	5 $\frac{7}{10}$ miles.
Gauge of road.....	4 feet 9 in.
Weight of rail per yard on main track.....	45 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of iron and stone bridges, and railroads crossed..	None.
Number of wooden bridges, (total length in feet, 2,487,)..	16.
Number of culverts, (total length in feet, 47,).....	20
Number of stations on main road: Passenger and freight combined.....	3
Number of wood and water stations on main road: Wood, 1; water, 3; total.....	4
Value of real estate held by the company, exclusive of road way	\$3,000 00
Number of tunnels and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? Wooden cross-ties, stone ballast.	

This road is operated and returns are made by the Pennsylvania railroad company, to whom it is leased for 999 years from May 27, 1865.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Josiah Bacon.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Jno. M. Kennedy.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
John P. Green.....	Philadelphia, Pa.
Alex. Biddle.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
James H. Mann.....	Lewistown, Pa.
Geo. W. Elder.....	Lewistown, Pa.
Samuel Maclay.....	Milroy, Pa.
Thomas A. Scott, President.....	233 South 4th st., Philadelphia, Pa.
Albert Hewson, Sec'y and Treas..	233 South 4th st., Philadelphia, Pa.

MILL CREEK AND MINE HILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Peter C. Hollis, treasurer of the Mill Creek and Mine Hill navigation and railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

P. C. HOLLIS, *Treasurer*

Sworn and subscribed before me, this }
 21st day of January, 1875. }

A. P. RUTHERFORD, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$323,375 00
Amount of stock subscribed.....	323,375 00
Amount paid in as by last report.....	323,375 00
Total amount now paid in of capital stock.....	323,375 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January and July	10 per cent.
Number of shares of stock issued.....	12,935
Par value of each share.....	\$25 00

Average market value during the year.....	No quotations.
Amount paid in on each share	\$25 00
Amount of capital on which the respective dividends were declared.....	323,375 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction: Railroad, \$321,632 02; real estate, \$1,742 98.....	\$323,375 00	\$323,375 00
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Palo Alto to New Castle,	$3\frac{8}{10}$ miles.
Length of main line of road laid	$3\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania.....	$3\frac{8}{10}$ "
Length of double track of road	$3\frac{8}{10}$ "
Length of sidings	$12\frac{8}{10}$ "
Gauge of road	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned by the company, and their length, viz: Crow Hollow, 7,000 feet; Ravensdale, 4,500 feet; Kelley's, 300 feet; Feeder Dam, 958 feet; Jones', 5,700 feet; North America, 2,862 feet; Lanengan Furnace, 1,039 feet; St. Clair Shaft, 730 feet; Collins & Geddings, 1,373 feet; John's Branch, 2,247 feet; total, 26,709 feet,	5 miles.
Roads worked or leased by the company	None.
Number of iron bridges, (total length in feet, 129,).....	2
Number of wooden bridges, (total length in feet, 1,105,)..	19
Number of stone bridges, number of culverts, and number of railroads crossed.....	None.
Number of stations on main road: Passenger, 3; freight, 3; total.....	6
Number of wood and water stations on main road, and number of tunnels.....	None.
Value of real estate held by the company exclusive of roadway: Included in cost of road.	
How is track laid, and on what foundation? T rail on cross-ties, with coal dirt ballast.	
Length in miles laid with steel rail.....	<u>3,304 feet.</u>

This road is permanently leased to the Philadelphia and Reading railroad company, is operated by them, and will be included in their report. The rental received constitutes the only income of the company. The lease is dated July 25, 1861, and has 999 years to run.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tueker.....	Philadelphia.
Franklin B. Gowen.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
George F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tueker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Benjamin H. Shoemaker, president *pro tem.*, and Samuel Mason, treasurer, of the Mine Hill and Schuylkill Haven railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) BENJ. H. SHOEMAKER, *President pro tem.*
 SAMUEL MASON, *Treasurer.*

Affirmed and subscribed before me, this }
 8th day of January, 1875. }

GEO. A. KELLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$4,022,500 00
Amount of stock subscribed.....	4,022,500 00
Amount paid in as by last report.....	3,992,050 00
Total amount now paid in of capital stock	4,022,500 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, and total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, 1874, 4 per cent.; July, 1874, 3½ per cent.	
Number of shares of stock issued.....	80,450
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	3,992,050 00

RAILROAD REPORT.

291

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,992,050 00	\$4,022,500 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Schuylkill Haven to Locust Gap	42½ miles.
Length of main line of road laid.....	42½ "
Length of main line of road laid in Pennsylvania.....	42½ "
Length of double track of road	24 "
Length of sidings and laterals.....	71 "
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned by the company.....	None.
Number of iron bridges, (total length in feet, 90,).....	1
Number of wooden bridges, (total length in feet, 2,114,)..	78
Number of stone bridges, (total length in feet, 32,)	2
Number of culverts: Arch, (total length in feet, 145,) 5 ; box, (total length in feet, 610,) 31 ; total.....	36
Number of stations on main road: Passenger, 7 ; freight, 5 ; total.....	12
Number of wood and water stations on main road.....	13
Value of real estate held by the company exclusive of road- way, (per ledger,).....	\$76,498 20
Number of tunnels	None.
How is track laid, and on what foundation: Iron rail, coal dirt, stone ballast and cross-ties.	
Length in miles laid with steel rail	1½

The road and its branches were rented May 12, 1864, to the Philadelphia and Reading railroad for 999 years, and that company receives all tolls for freight and transportation, and pays all charges for keeping the road in order ; they are the owners of the engines and cars, and make no returns to this company except as semi-annual rents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason	Philadelphia.
John Livezey	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
Frederic Fraley	Philadelphia.
Charles H. Hutchinson.....	Philadelphia.
John W. Biddle.....	Philadelphia.
Samuel M. Bines	Philadelphia.
Benjamin H. Shoemaker.....	Philadelphia.
William Harker.....	Philadelphia.
John C. Cresson, President.....	Philadelphia.
William Biddle, Secretary.....	Philadelphia.
Samuel Mason, Treasurer.....	Philadelphia.

MONONGAHELA INCLINED PLANE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared Samuel Harper, president, and John L. Awl, treasurer, of the Monongahela inclined plane company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed,)

SAMUEL HARPER, *President.*

JOHN L. AWL, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1875. }

JAMES BLACK, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with authority to increase to any amount required).....	\$20,000 00
Amount of stock subscribed.....	75,000 00
Amount paid in as by last report.....	75,000 00
Total amount now paid in of capital stock.....	75,000 00
Funded debt as per last report, and amount now; floating debt as per last report, and amount now; total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends : Cash, January, 1874, 6 per cent. ; July, 1874, 6 per cent.	
Number of shares of stock issued.....	1,500
Par value of each share.....	\$50 00
Average market value during the year.....	65 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	75,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$76,442 29	\$76,442 29

CHARACTERISTICS OF ROAD.

Length of plane.....	640 feet.
Length of double track of road.....	640 "
Gauge of road.....	5 "

Weight of rail per yard on main track	45 pounds.
Number of engine and boiler houses	1
Number of stationary engines	2
Number of first class passenger cars, (average cost of each, \$1,500,)	2
Number of iron bridges, (total length in feet, 280.) This bridge forms a part of the plane and extends at the angle of 35 degrees from the ground in the Thirty-third Ward, of the city of Pittsburg, to a point on the side of the hill crossing the P., C & St. L. R. R.	1
Value of real estate held by the company exclusive of roadway	\$4,500 00
How is track laid, and on what foundation? On the bridge on cross-ties, on the other part on wooden stringers supported by wooden trestles on stone foundation.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of passengers (all classes) carried in cars	464,735
Average rate of speed adopted by ordinary passenger trains, for length of plane	1½ minutes.

Monthly statement of passengers (all classes) carried in cars:

November, 1873.....	37,666	June, 1874.....	41,172
December, 1873.....	38,446	July, 1874.....	45,141
January, 1874.....	35,913	August, 1874.....	45,198
February, 1874.....	31,424	September, 1874.....	38,213
March, 1874.....	39,128	October, 1874.....	38,898
April, 1874.....	37,480	November, 1874.....	33,420
May, 1874.....	42,463	December, 1874.....	36,285

The rate of fare for passengers charged as follows:

Single trip	6 cents.
Tickets in packages of ten	5 "
Monthly tickets for adults, (54 trips,)	\$1 50
Monthly tickets for children over five and under 16 years, (54 trips,)	1 00

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings, engines, &c.	\$351 80
Taxes of all kinds, including water rent	730 00
Ground rent	150 00
Total ..	1,231 80

Repairs of machinery and operating the road:

Office and general expenses, stationery, &c.....	\$1,926 11
Conductors and roadmaster.....	4,167 62
Engineers and firemen.....	3,800 96
Fuel, and cost of preparing for use.....	458 00
Supplies.....	173 62
Total.....	10,526 31

Receipts of construction and equipment account during the year:

Nothing.

RECEIPTS.

MONTHS.	Passengers.	Miscellaneous.	Total.
November, 1873.....	\$1,864 84	\$31 30	\$1,896 14
December, 1873.....	1,872 15	152 33	2,024 48
January, 1874.....	1,718 08		1,718 08
February 1874.....	1,475 51		1,475 51
March, 1874.....	1,969 51		1,969 51
April, 1874.....	1,779 56		1,779 56
May, 1874.....	2,054 41	14 40	2,068 81
June, 1874.....	2,136 77	199 40	2,336 17
July, 1874.....	2,294 78	8 65	2,303 43
August, 1874.....	2,362 90	10 70	2,373 60
September, 1874.....	1,910 66	7 35	1,918 01
October, 1874.....	1,888 96	1 50	1,890 46
November, 1874.....	1,647 30	8 50	1,655 80
December, 1874.....	1,680 72	375 50	2,056 22
Total.....	26,656 15	809 63	27,465 78

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaing the road, &c.—repairs of machinery and operating the road.....	\$11,758 11
For dividends.....	9,000 00
For interest and miscellaneous.....	None.
For surplus fund.....	2,787 05
For municipal taxes, (water rent included in maintenance,)	100 00
For State taxes, (included in maintenance,).....	630 00
Total.....	23,545 16
Total amount of surplus fund.....	8,805 93

ACCIDENTS.

Killed and injured.....	None.
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William M. Lyon	Pittsburg.
Withrow Douglass.....	Pittsburg.
John S. M'Millin.....	Pittsburg.
James M. Baily.....	Pittsburg.
William Halpin	Pittsburg.
Henry A. Weaver	Pittsburg.
John L. Awl.....	Pittsburg.
Samuel Harper, President.....	Pittsburg.
John L. Awl, Secretary and Treasurer.....	Pittsburg.

MONTROSE.

STATE OF PENNSYLVANIA, }
Susquehanna County, } ss :

Personally appeared James I. Blakslee, president, and Wm. H. Cooper, treasurer, of the Montrose railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) JAMES I. BLAKSLEE, *President.*
 WM. H. COOPER, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1875. }

W. E. FRISBIE, *J. P.*

Carbon County, ss :

Sworn and subscribed before me, by Wm. H. Cooper, treasurer, this 26th day of January, 1875.

JOSEPH H. WILLIAMS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	313,850 00
Amount paid in as by last report.....	248,351 00
Total amount now paid in of capital stock.....	291,034 00
Funded debt as per last report.....	30,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1892,).....	44,900 00
Floating debt as per last report	43,821 84
The amount now of floating debt.....	9,672 85
Total amount now of floating debt.....	54,572 85

Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	5,689
Par value of each share.....	\$50 00
Average market value during the year.....	20 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$285,126 91	\$301,402 00
Equipment.....	35,973 34	37,522 52
Total.....	321,100 25	338,924 61

CHARACTERISTICS OF ROAD.

Length of main line of road, from Montrose to Tunkhannock,	28 miles.
Length of main line of road laid.....	27 “
Length of main line of road laid in Pennsylvania.....	27 “
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	40 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger ears, (average cost of each, \$3,000,).....	1
Number of second class passenger cars, (average cost of each, \$2,500,).....	1
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	1
Number of freight ears: House cars, (average cost of each, \$400,) 3; trucks, (average cost of each, \$250,) 10; total,	13
Number of coal ore and stone ears, number of iron and stone bridges, number of railroads crossed, value of real estate held by the company exclusive of roadway, number of tunnels, and length in miles laid with steel rail.....	None.
Number of wooden bridges, (total length in feet, 400,)....	3
Number of culverts, (small and box,).....	36

Number of stations on main road, (passenger and freight,)	13
Number of wood and water stations on main road.....	3
How is track laid, and on what foundation? Gravel and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, (passengers and freight all taken on same train,).....	35,056
Number of through passengers for the year on main road : Not kept separate.	
Number of passengers, (all classes,) carried in cars.....	17,202 $\frac{1}{2}$
Number of tons of 2,000 pounds of through freight for the year on main road.....	9,932 $\frac{23}{100}$
Number of passengers carried one mile.....	266,858
Number of tons of freight carried one mile : No account kept.	
Number of passengers carried one mile in the State of Pennsylvania.....	266,858
Number of tons of freight carried one mile in the State of Pennsylvania : No account kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	9,932 $\frac{23}{100}$
Average rate of speed adopted by ordinary passenger and other trains, including stops, (miles per hour,).....	10
Weight of first class passenger engines.....	15 tons.
Weight of freight engines.....	15 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	874 $\frac{1}{2}$	July, 1874.....	2,739
February, 1874.....	786 $\frac{1}{2}$	August, 1874.....	2,260
March, 1874.....	878	September, 1874.....	1,877 $\frac{1}{2}$
April, 1874.....	1,145	October, 1874.....	1,349 $\frac{1}{2}$
May, 1874.....	1,126 $\frac{1}{2}$	November, 1874.....	1,067
June, 1874.....	1,796	December, 1874.....	1,303

The amount of freight specifying the quantity in tons :

Anthracite coal.....	3,854 $\frac{51}{100}$
Lumber.....	2,059 $\frac{91}{100}$
Other articles.....	4,017 $\frac{81}{100}$

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through passengers.....	3 $\frac{5}{8}$ cents.
For first class way passengers.....	3 $\frac{5}{8}$ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile, about.....	4½ cents.
For through coal, per ton per mile, about.....	4 “
For local freight, per ton per mile, about.....	4½ “
For local coal, per ton per mile, about.....	4 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$3,603 01
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Repairs of machinery :

No separate account kept.....	\$1,507 43
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Operating the road :

Office expenses, stationery, &c.....	\$194 29
Agents and clerks.....	275 00
Labor—loading and unloading freight.....	128 63
Porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance : Done by trainmen.	
Conductors, baggage masters, brakemen and superintendent,	2,717 75
Engineers and firemen	1,997 00
Fuel, and cost of preparing for use.....	1,952 33
Oil and waste for engines and tenders, passenger, baggage and freight cars	413 19
Telegraph, mail and station expenses.....	281 75
Loss and damage of goods and baggage.....	5 05
Salaries	1,200 00
Contingencies.....	39 07
Allotted to passenger and freight transportation : No separate account kept.	

Total	9,204 06
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Receipts on construction and equipment account during the year :

From stockholders.....	\$12,501 69
From sale of bonds.....	12,600 00
From other sources.....	1,362 60

Total	26,464 29
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RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
January, 1874	\$583 05	\$1,060 32	\$14 22	.....	.....	\$1,657 59
February, 1874	469 75	1,403 35	13 83	.....	.....	1,886 93
March, 1874	516 55	706 04	12 29	.....	.....	1,234 88
April, 1874	638 35	1,028 38	16 30	.....	.....	1,683 03
May, 1874	648 58	789 26	32 63	.....	.....	1,470 47
June, 1874	809 65	870 46	92 36	.....	.....	1,772 47
July, 1874	1,312 33	679 73	89 05	.....	.....	2,081 11
August, 1874	1,244 00	581 08	74 06	\$100 00	\$100 00	1,999 14
September, 1874....	1,166 20	1,070 78	64 17	150 00	150 00	2,451 15
October, 1874	774 80	2,236 39	193 81	.....	.....	3,205 00
November, 1874....	612 50	1,570 13	60 24	30 40	30 40	2,273 27
December, 1874	784 40	1,305 68	933 44	100 00	100 00	3,123 52
Total	9,560 16	13,301 60	1,596 40	380 40	380 40	24,838 56

SUMMARY OF PAYMENTS.

For construction and equipment	\$31,566 79
For maintaining the road, &c.—repairs of machinery and operating the road	14,314 50
For dividends, surplus fund and municipal taxes	None.
For interest	2,649 50
For miscellaneous	6,911 17
For State taxes	342 84
Total	\$55,784 80

Cost of transportation:

Cost per passenger per mile, and cost per ton freight per mile, proximate average: No account kept, as the passengers and freight are run together.

What express companies run on your road, and on what terms? Central express company; one-sixth gross receipts.

What transportation companies run on your road? None.

ACCIDENTS.

Employees	Injured.
	1

T. G. Walter, conductor and superintendent; hand crushed between cars—recovering.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Klotz	Mauch Chunk, Pa.
C. O. Skeer	Mauch Chunk, Pa.
S. D. Thomas	Springville, Pa.
H. K. Sherman	Springville, Pa.
C. M. Gere	Montrose, Pa.
W. J. Mulford	Montrose, Pa.
Samuel Stark	Tunkhannock, Pa.
G. E. Palen	Tunkhannock, Pa.
B. F. Blakslee	Lynn, Pa.
Sylvanus Tyler	Dimock, Pa.
S. H. Sayre	Montrose, Pa.
Azor Lathrop	Montrose, Pa.
James I. Blakslee, President	Mauch Chunk, Pa.
Chas. L. Brown, Secretary	Montrose, Pa.
Wm. H. Cooper, Treasurer	Montrose, Pa.

MONT ALTO.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Isaac S. Waterman, president, and Wm. J. Barr, treasurer, of the Mont Alto railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

I. S. WATERMAN, *President.*

WILLIAM J. BARR, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1875. }

A. P. RUTHERFORD, *Notary Public.*

STOCK AND DEBT

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	110,000 00
Amount paid in as by last report.....	110,000 00
Total amount now paid in of capital stock.....	110,000 00
Funded debt as per last report.....	125,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Dec. 1, 1896,).....	125,000 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	125,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	4,400
Par value of each share.....	\$25 00
Average market value during the year: None in market.	
Amount paid in on each share.....	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$217,799 02	\$217,799 02
Equipment	17,200 98	17,200 98
Total cost.....	235,000 00	235,000 00

CHARACTERISTICS OF ROAD

Length of main line of road, from Junction with Cumberland Valley railroad to Mont Alto	10½ miles.
Length of main line of road laid	10½ "
Length of main line of road laid in Pennsylvania	10 "
Length of double track of road, branch roads owned and roads worked or leased by the company	None.
Length of sidings . . . . .	.90 miles.
Gauge of road	4 ft. 9 inches.
Weight of rail per yard on main track	50 pounds.
Number of engine houses and shops: 1 engine house, no shops.	
Number of engines	1
Number of first class passenger cars, (average cost of each, \$3,850,)	1
Number of second class passenger, baggage, mail, express and freight cars	None.
Number of stone cars, (average cost of each, \$100,)	2
Number of caboose cars, number of iron and stone bridges, number of culverts, and number of railroads crossed	None.
Number of wooden bridges	4
Number of stations on main road: Passenger, 7; freight, 5; total	7
Number of wood and water stations on main road	1
Value of real estate held by the company exclusive of roadway, number of tunnels, and length in miles laid with steel rail	None.
How is track laid, and on what foundation? With fish joints, oak cross-ties on stone and cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, (mixed,)	16,601
Number of through passengers for the year on main road	4,117
Number of passengers (all classes) carried in cars	9,688
Number of tons of 2,000 lbs. of through freight for the year on main road	8,440
Number of passengers carried one mile, about	88,625
Number of tons of freight carried one mile, about	114,000
Number of passengers carried one mile in the State of Pennsylvania, about	88,625

Number of tons of freight carried one mile in the State of Pennsylvania, about	114,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	9,609
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,) mixed	12
Weight of first class passenger and freight engines.	60,000 lbs.

Monthly statement of passengers (all classes) carried in cars:

December, 1873.....	634	July, 1874.....	695
January, 1874.....	750	August, 1874.....	1,855
February, 1874.....	574	September, 1874.....	776
March, 1874.....	916	October, 1874.....	731
April, 1874.....	792	November, 1874.....	510
May, 1874.....	784		
June, 1874.....	671	Total	9,688

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal	3,787
Pig and railroad iron, other iron or castings.....	1,785
Iron and other ores.....	3,017
Other articles.....	1,020

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers, about.....	4 cents.
For first class way passengers, about.....	4 “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile, about.....	4 cents.
For through coal, per ton per mile, about.....	4 “
For local freight, per ton per mile, about.....	4 “
For local coal, per ton per mile, about.....	4 “

EXPENSES.

Total.....	\$4,932 07
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The business of our road is freight. A passenger car accompanies each freight train and is of small importance. We have but one transportation account.

Receipts on construction and equipment account during the year:

Nothing.

RAILROAD REPORT.

303.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
December, 1873	\$248 14	\$641 00	\$889 14
January, 1874	290 72	558 20	848 92
February, 1874	215 16	247 25	462 41
March, 1874	372 88	428 65	801 53
April, 1874	305 00	493 77	798 77
May, 1874	303 73	376 21	679 94
June, 1874	241 53	365 57	607 10
July, 1874	242 06	245 47	487 53
August, 1874	529 26	175 60	704 86
September, 1874	268 86	436 99	705 85
October, 1874	274 29	377 40	651 69
November, 1874	253 05	219 15	472 20
Total	3,544 68	4,565 26	8,109 94

SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c.,
repairs of machinery and operating the road, dividends,
interest, miscellaneous, surplus fund, municipal, State
and United States taxes..... \$13,799 93

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average : No
account kept. All trains are mixed trains.

What express companies run your road, and on what terms ? None.

What transportation companies run on your road. None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
I. S. Waterman	Philadelphia, Pa.
Thos. Beaver	Danville, Pa.
Geo. B. Wiestling	Mont Alto, Pa.
E. P. Dwight	Philadelphia, Pa.
S. G. Merrick	Philadelphia, Pa.
Edw. B. Wiestling	Mont Alto, Pa.
Isaac S. Waterman, President	Philadelphia, Pa.
Wm. J. Barr, Secretary and Treasurer	Philadelphia, Pa.
Geo. B. Wiestling, Engineer and Superintendent ..	Mont Alto, Pa.

MOUNT CARBON AND PORT CARBON

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Peter C. Hollis, treasurer of the Mount Carbon and Port Carbon railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me this }
 21st day of January, 1875. }

(Signed)

A. P. RUTHERFORD, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$282,350 00
Amount of stock subscribed	282,350 00
Amount paid in as by last report	282,350 00
Total amount now paid in of capital stock	282,350 00
Funded debt as per last	None.
The amount now of funded debt	None.
Floating debt as per last report	None.
The amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July	12 per cent.
Number of shares of stock issued	5,647
Par value of each share	\$50 00
Average market value during the year	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	282,350 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction: Railroad, \$261,186 30; real es- tate, \$21,692 15	\$282,815 45	\$282,815 45
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Port Carbon	2½ miles.
Length of main line of road laid	2½ "
Length of main line of road laid in Pennsylvania	2½ "
Length of double track of road	2½ "
Length of sidings	10 ⁴ / ₁₀ "

Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 1 engine house, 3 shops.	
Number of iron and stone bridges, number of railroads crossed, and number of tunnels	None.
Number of wooden bridges, (total length in feet, 235,)....	6
Number of culverts, (total length in feet, 12,).....	1
Number of stations on main road: Passenger, 2; freight, 1; total	3
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way: Included in cost of road.	
How is track laid, and on what foundation: T rails on sills, coal dirt ballast.	
Length in miles laid with steel rail: 2,103 feet of track.	

This road is leased to the Philadelphia and Reading railroad company at a fixed annual rental, out of which the dividends are paid. It is operated as a branch of the Philadelphia and Reading railroad company, and will be included in their report as such. The lease is dated March 5, 1860, and is for 50 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
Franklin B. Gowen.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
A. E. Borie.....	Philadelphia.
Hy. Pratt M'Kean.....	Philadelphia.
George F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

MOUNT PLEASANT AND BROAD FORD.

STATE OF PENNSYLVANIA, }
Fayette County, } ss:

Personally appeared A. O. Tinstman, president, and H. Clay Frick, treasurer of the Mount Pleasant and Broad Ford railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) A. O. TINSTMAN, *President.*
H. CLAY FRICK, *Treasurer.*

Sworn and subscribed before me, this }
4th day of March, 1875. }

P. M'CORMICK, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	152,000 00
Amount paid in as by last report.....	112,550 00
Total amount now paid in of capital stock.....	150,425 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	45,463 85
The amount now of floating debt.....	38,007 44
Total amount now of floating and funded debt.....	38,007 44
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	3,000
Par value of each share	\$50 00
Average market value during the year, about.....	20 00

Amount paid in on each share : 3,000 shares paid in full, 13 shares paid in part, 27 shares, none paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$156,613 85	\$178,972 99

CHARACTERISTICS OF ROAD.

Length of main line of road, from Broad Ford to Mount Pleasant.....	9 ⁶ / ₁₀ miles.
Length of main line of road laid.....	9 ⁶ / ₁₀ miles.

Length of main line of road laid in Pennsylvania.....	9 $\frac{6}{10}$ miles.
Length of double track of road.....	None.
Length of sidings.....	1 to 2 miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engines, engine houses and shops, number of first and second class passenger cars, and baggage, mail, express and freight cars.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, about 180,)	16
Number of culverts, (total length in feet, 191 $\frac{3}{4}$.).....	26
Number of railroads crossed: South-west Pennsylvania rail- way.....	1
Number of stations on main road: passenger and freight..	13
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way, number of tunnels and length in miles laid with steel rail.....	None.
How is track laid, and on what foundation? On wooden cross-ties bedded in broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Our road is being operated by the Pittsburg and Connellsville railroad company, under a lease dated 2d day of January, 1871, to run 99 years. Consequently, questions under above heading must be answered by them and also all questions under following headings not answered by us.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. S. Overhalt.....	Mt. Pleasant, Pa.
Daniel Shupe.....	Mt. Pleasant, Pa.
J. H. Clark.....	Mt. Pleasant, Pa.
C. C. Markle.....	West Newton, Pa.
Israel Painter.....	West Newton, Pa.
Chas. Donnelly.....	Pittsburg, Pa.
Robt. Pitcairn.....	Pittsburg, Pa.
S. Keister.....	Broad Ford, Pa.
H. Clay Frick.....	Broad Ford, Pa.
J. R. Stauffer.....	West Overton, Pa.
B. F. Overholt.....	West Overton, Pa.
A. J. Crossland.....	Latrobe, Pa.
A. O. Tinstman, President.....	Broad Ford, Pa.
H. Clay Frick, Secretary and Treasurer.....	Broad Ford, Pa.

MOUNT OLIVER INCLINED PLANE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared C. J. Schultz, president, and Peter Haberman, treasurer, of the Mount Oliver Inclined Plane company, and in due form of law made oath that the statements in the within report, for the financial year ending July 31, 1874, are true, to the best of their knowledge and belief.

(Signed,) C. J. SCHULTZ, *President*.
PETER HABERMAN, *Treasurer*.

Sworn and subscribed before me, this }
23d day of December, 1874. }

PHILIP HOER, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law, or any amount required,	\$20,000 00
Amount of stock subscribed	52,625 00
Amount paid in as by last report.....	52,625 00
Total amount now paid in of capital stock.....	52,625 00
Funded debt, as per last report.....	41,300 00
The amount now of funded debt, as follows :	
1st mortgage bonds.....	\$47,500 00
2d mortgage bonds.....	9,400 00
	<hr/> 56,900 00
Floating debt, as by last report.....	31,250 38
The amount now of floating debt.....	22,205 18
Total amount now of floating and funded debt.....	79,105 18
Rate per cent. per annum of interest on funded debt, 1st and 2d mortgage.....	8 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	1,052½
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.	\$118,078 88	\$121,206 35
Equipment.....	5,023 29	5,589 73
Total cost.....	<hr/> 123,102 17	<hr/> 126,796 08

CHARACTERISTICS OF ROAD.

Length of main line of road.....	1,600 feet.
Length of main line of road laid.....	1,600 "
Length of main line of road laid in Pennsylvania.....	1,600 "
Length of double track of road.....	1,600 "
Length of sidings, branch roads owned, and roads worked or leased by the company.....	None.
Gauge of road.....	5 feet.
Weight of rail per yard on main track.....	20 pounds.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger cars, (average cost of each, \$1,060).....	2
Number of iron bridges, (total length in feet, 182,).....	4
Number of wooden bridges, (total length in feet, 115,) ...	1
Number of stone bridges and culverts.....	None.
Number of railroads crossed.....	1
Number of stations on main road: Passenger.....	2
Value of real estate held by the company exclusive of road- way.....	\$16,475 00
How is track laid, and on what foundation? Trestle.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	19,948
Number of through passengers for the year on main road..	227,906
Number of passengers (all classes) carried in cars.....	227,906
Number of passengers carried one mile.....	69,062
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	5

Monthly statement of passengers (all classes) carried in cars:

August, 1873.....	24,284	February, 1874.....	13,428
September, 1873.....	23,465	March, 1874.....	16,668
October, 1873.....	18,418	April, 1874.....	17,402
November, 1873.....	16,036	May, 1874.....	23,916
December, 1873.....	15,160	June, 1874.....	23,081
January, 1874.....	14,726	July, 1874.....	21,322

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers.....	1½ cents.
For first class way passengers, trip.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$832 83
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Operating the road :

Office expenses, stationery, &c.....	\$278 50
Conductors and road masters	2,575 53
Engineers and firemen	3,430 30
Fuel, and cost of preparing for use.....	1,620 13
Oil and waste for engines and supplies.....	897 17
 Total	 8,801 63

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources	Nothing.
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
August, 1873.....	\$1,334 58	\$0 65	\$1,335 23
September, 1873.....	1,296 07	90	.....	1,296 97
October, 1873.....	984 30	80	\$150 00	1,135 10
November, 1873.....	855 62	1 10	.....	856 72
December, 1873.....	828 68	50	.....	829 18
January, 1874.....	804 90	15	.....	805 05
February, 1874.....	743 37	40	.....	743 77
March, 1874.....	931 49	50	.....	931 99
April, 1874.....	975 87	25	.....	976 12
May, 1874.....	1,338 26	1 00	.....	1,339 26
June, 1874.....	1,289 61	90	.....	1,290 51
July, 1874.....	1,190 16	3 30	100 00	1,293 46
Total.....	12,572 91	10 45	250 00	12,833 36

SUMMARY OF PAYMENTS

For construction and equipment.....	\$3,693 91
For maintaining the road, &c.—repairs of machinery and operating the road.....	9,634 46
For dividends.....	None.
For interest.....	6,038 74
 Total	 19,367 11

Cost of transportation :

Cost per passenger per mile, proximate average.....	1½ cents.
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. J. Schultz	Pittsburg.
Jos. Keeling	Pittsburg.
P. Haberman	Pittsburg.
B. Knigh	Pittsburg.
Wm. Mitanzway	Pittsburg.
H. M. Rolfe	Pittsburg.
P. C. Devlin	Pittsburg.
C. J. Schultz	President.
Henry Stamm	Secretary.
Peter Haberman	Treasurer.

MUNCY CREEK.

STATE OF PENNSYLVANIA, } ss:
Sullivan County,

Personally appeared Michael Meylert, president of the Muncy Creek railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) MICHAEL MEYLERT, *President.*

Sworn and subscribed before me, this }
 22d day of February, 1875. }

WM. MEYLERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	129,100 00
Amount paid in as by last report	123,600 00
Total amount now paid in of capital stock	124,100 00
Funded debt as per last report	125,000 00
The amount now of funded debt, classified as follows :	
1st mortgage bonds	129,800 00
Floating debt as per last report	26,000 00
The amount now of floating debt, (including coupons past due,)	36,000 00
Total amount now of floating and funded debt	165,800 00
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. of dividend or dividends	No dividends.

Number of shares of stock issued.....	2,582
Par value of each share.....	\$50 00
Average market value during the year: No sales for them, therefore no value named.	
Amount paid in on each share: Paid in full on shares issued.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$138,400 00	\$143,900 00
Equipment	12,500 00	12,500 00
Total cost.....	150,900 00	156,400 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hall's station to Bernice,	40 miles.
Length of main line of road laid.....	6½ miles.
Length of main line of road laid in Pennsylvania.	6½ “
Length of double track of road.....	None.
Length of sidings.....	½ mile.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track: 36, 40 and 56 lbs.	
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops: 1 engine house.	
Number of engines.....	2
Number of first class passenger cars, (average cost of each, 2,500,).....	1
Number of second class passenger cars, (average cost of each, \$1,400,).....	1
Number of baggage, mail, express and freight cars.....	None.
Number of coal, ore, stone and caboose cars.....	None.
Number of wooden bridges, (total length in feet, 209,)...	4
Number of iron and stone bridges.....	None.
Number of culverts.....	7
Number of railroads crossed.....	None.
Number of stations on main road: Passenger.....	4
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way.....	\$100,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak and chest- nut sills, ballast track.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains.....	7,500
Number of miles run by coal trains. No trains especially for coal.	
Number of through passengers for the year on main road..	7,633
Number of passengers (all classes) carried in cars.....	7,833
Number of tons of 2,000 lbs. of through freight for the year on main road.....	16,929
Number of passengers carried one mile.....	42,531
Number of tons of freight carried one mile.....	93,549
Number of passengers carried one mile in the State of Pennsylvania.....	42,531
Number of tons of freight carried one mile in the State of Pennsylvania.....	93,549
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	17,009
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,)	12
Weight of first class passenger engines.....	48,000 lbs.
Weight of freight engines.....	48,000 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874	602	July, 1874.....	613
February, 1874	540	August, 1874.	594
March, 1874	601	September, 1874.....	1,534
April, 1874.....	641	October, 1874.....	475
May, 1874	524	November, 1874.....	521
June, 1874.....	684	December, 1874.....	505

The amount of freight, specifying the quantity in tons :

Anthracite coal	1,591	Merchandise and manufactures...	60
Bituminous coal	180	Lumber.....	15,000
Pig iron.....	30	Other articles.....	20
Agricultural products.....	128		

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through passengers.....	4 $\frac{1}{6}$ cents.
For first class way passengers.....	4 $\frac{1}{6}$ "

The rate per ton (of 2,000 pounds,) per mile charged for freight :

For through freight, per ton per mile.....	7 cents.
For through coal, per ton per mile.....	6 $\frac{2}{3}$ "
For local freight, per ton per mile.....	7 "
For local coal, per ton per mile.....	6 $\frac{2}{3}$ "

EXPENSES.

Maintaining the road or real estate of the corporation, and repairs of machinery:

Repairs of engines and tenders.....	\$3,500 00
Repairs of passenger, baggage and freight cars, tools and machinery in shops : Included in other expenses.	

Operating the road :

Office expenses, stationery, &c.....	\$50 00
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance : All done by brakemen and firemen.	
Conductors, baggage masters and brakemen.....	1,236 00
Engineers and firemen.....	1,392 00
Fuel, and cost of preparing for use.....	1,400 00
Oil and waste for engines and tenders, passenger, baggage and freight cars	125 00
Telegraph, mail and station expenses : Included in office expenses, stationery, &c.	
Loss and damage of goods and baggage, tolls over other roads, and damage for injury of persons.....	None.
Use of freight cars	205 57
Damage to property, including damage by fire and cattle killed on road.....	75 00
Total	4,483 57

Receipts on construction and equipment account during the year :

From stockholders.....	\$500 00
From sale of bonds.....	4,800 00
From other sources.....	Nothing.
Total	5,300 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Total.
January, 1874	\$156 05	\$375 94	.....	.....	\$531 99
February, 1874.....	228 65	366 99	.....	.....	595 64
March, 1874	208 75	743 12	.....	.....	951 87
April, 1874	220 60	675 58	.....	.....	896 18
May, 1874	180 30	607 59	.....	.....	787 89
June, 1874.....	233 15	800 07	.....	.....	1,033 22
July, 1874.....	183 20	459 94	.....	.....	643 14
August, 1874	167 25	472 91	.....	.....	640 16
September, 1874.....	546 13	700 37	.....	.....	1,246 50
October, 1874	198 90	881 92	.....	.....	1,080 82
November, 1874.....	167 60	770 16	.....	.....	937 76
December, 1874.....	151 65	469 15	\$120 00	.....	740 80
Total.....	2,642 23	7,323 74	120 00	\$205 57	10,291 54

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$5,500 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	7,983 57
For dividends.....	None.
For interest: Increase of floating debt.	
For miscellaneous, surplus fund, municipal taxes and State taxes.....	None.
Total	<u>13,483 57</u>

Cost of transportation :

Cost per passenger per mile and per ton freight per mile, proximate average: Passenger and freight are run together, and no separate account kept.

What express companies run on your road, and on what terms? Philadelphia and Reading; pay one-fifth of the gross receipts.

What transportation companies run on your road? None.

ACCIDENTS.

Nothing serious.

REMARKS.

One-half of a mile of new track laid, crossing the Muncy creek above Hughesville, and a new freight scale put in at the Hughesville depot. The first costing about \$4,300, and the scale about \$1,200.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Dr. Michael Steck	Hughesville, Lycoming county, Pa.
B. Morris Ellis.....	Hughesville, Lycoming county, Pa.
DeWitt Bodine	Hughesville, Lycoming county, Pa.
Henry E. Warner.....	Pennsville, Lycoming county, Pa.
R. Bruce Ricketts	Wilkesbarre, Luzerne, county, Pa.
Michael Meylert, President.....	Laporte, Sullivan co., Pa.
DeWitt Bodine, Secretary.....	Hughesville, Lycoming co., Pa.
Dr. Michael Steck, Treasurer....	Hughesville, Lycoming co., Pa.

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. B. Moorhead, president, and C. F. Howell, treasurer, of the Nesquehoning Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) J. B. MOORHEAD, *President.*
C. F. HOWELL, *Treasurer.*

Sworn and subscribed before me, this }
29th day of January, 1875. }
CHARLES GIBBONS, JR., *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed.....	1,300,000 00
Amount paid in as by last report.....	1,300,000 00
Total amount now paid in of capital stock.....	1,300,000 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, 10 per cent. per annum, payable semi-annually.	
Number of shares of stock issued	26,000
Par value of each share	\$50 00
Average market value during the year.....	53 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	1,300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,265,684 44	\$1,270,318 06

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Tame- nend	16½ miles.
Length of main line of road laid.....	16½ “
Length of main line of road laid in Pennsylvania.....	16½ “
Length of double track of road.....	None.
Length of sidings	5 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz: Branch into Panther Creek Valley, 1 mile.	
Roads worked or leased by the company	None.
Number of engine houses and shops.....	7
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,532,)..	12
Number of culverts.....	No record.
Number of railroads crossed, and value of real estate held by the company exclusive of roadway	None.
Number of stations: Passenger and freight.....	12
Number of wood and water stations on main road.....	4
Number of tunnels, (length, 3,800 feet,).....	1
How is track laid, and on what foundation? Ordinary track, on ballast.	
Length in miles laid with steel rail.....	None.

Receipts of construction and equipment account during the year:

From stockholders, sale of bonds and other sources.....	Nothing.
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SUMMARY OF PAYMENTS.

For construction.....	\$4,633 62
For maintaining the road, &c.—repairs of machinery and operating the road.....	Nothing.
Dividends, paid by the Lehigh coal and navigation com- pany, per annum	130,000 00
For interest, miscellaneous, surplus fund and municipal taxes.....	None.
For State taxes on dividends, paid by the Lehigh coal and navigation company.....	9,100 00
Total	143,733,62

This road was operated by the Lehigh coal and navigation company, under a lease of 999 years, until April 1, 1871, when the lease of the main line was transferred to the Central railroad of New Jersey.

All returns not answered in this report are included in the annual report of the Lehigh and Susquehanna railroad company, owned by the Lehigh coal and navigation company.

Equipment furnished by the Central railroad company of New Jersey, lessees of the Lehigh and Susquehanna railroad.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Whitney.....	Philadelphia.
Samuel Mason.....	Philadelphia.
M. Baird.....	Philadelphia.
Francis R. Cope.....	Philadelphia.
E. W. Clark.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
Fisher Hazard.....	Mauch Chunk, Pa.
P. C. Garrett.....	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
George F. Tyler.....	Philadelphia.
J. P. Hsley.....	Philadelphia.
J. B. Moorhead, President.....	Philadelphia.
C. F. Howell, Secretary and Treasurer.....	Philadelphia.

NEW CASTLE AND BEAVER VALLEY.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and J. A. Crawford, treasurer, of the New Castle and Beaver Valley railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*

J. A. CRAWFORD, *Treasurer.*

Affirmed and subscribed before me, this }
 21st day of November, 1874. }

GEO. W. VEACH, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$700,000 00
Amount of stock subscribed.....	700,000 00
Amount paid in as by last report.....	605,000 00

Total amount now paid in of capital stock.....	\$605,000 00
Funded debt as per last report.....	35,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May, 1882,)....	2,700 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	2,700 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, 3d of January, April, July and October, each....	2½ per cent.
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$810,480 54	\$819,686 66
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Homewood.....	14 $\frac{97}{100}$ miles.
Length of main line of road laid	14 $\frac{97}{100}$ "
Length of main line of road laid in Pennsylvania.....	14 $\frac{97}{100}$ "
Length of double track of road.....	None.
Length of sidings.....	3 $\frac{7}{8}$ miles.
Gauge of road.....	4 $\frac{19}{12}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,070,)..	6
Number of stone bridges, (total length in feet, 50,).....	2
Number of culverts, (total length in feet, 147,).....	29
Number of railroads crossed	None.

Number of stations on main road: Passenger and freight,	7
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road-way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak cross-ties and gravel ballast.	
Length in miles laid with steel rail.....	None.

The road is operated by the Pennsylvania company, under a lease for 99 years, from July 1, 1865, to whose report we would respectfully refer you for answers to the following interrogatories not answered by us.

SUMMARY OF PAYMENTS.

For construction	\$9,206 12
For maintaining the road, &c.—repairs of machinery and operating the road.....	Nothing.
For dividends.....	\$60,000 00
For interest.....	2,093 81
For miscellaneous, (including retired bonds, \$32,600,)....	48,262 17
For State taxes.....	3,098 19
Total	<u>122,660 29</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford	New Castle, Pa.
G. W. Crawford.....	New Castle, Pa.
Wm. Patterson	New Castle, Pa.
R. W. Cunningham	New Castle, Pa.
W. L. Scott.....	Erie, Pa.
G. W. Cass.....	New York, N.Y.
W. Harbaugh.....	Pittsburg, Pa.
A. L. Crawford, President.....	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer	New Castle, Pa.

NEW CASTLE AND BEAVER VALLEY.

[Operated by the Pennsylvania company.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. Thaw, vice president, and Thos. D. Messler, comptroller, of the Pennsylvania company, operating the N. C. and B. V. railroad, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WM. THAW, *Second Vice President.*THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 1st day of February, 1875. }

FRANK SEMPLE, *Notary Public.*

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	35,364
Number of miles run by freight trains.....	168,614
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road..	None.
Number of passengers (all classes) carried in cars.....	161,918
Number of tons of 2,000 lbs. of through freight for the year on main road	12,225
Number of passengers carried one mile	1,627,211
Number of tons of freight carried one mile	7,754,091
Number of passengers carried one mile in the State of Penn- sylvania.....	1,627,211
Number of tons of freight carried one mile in the State of Pennsylvania	7,754,091
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	669,644
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger and freight engines.....	None.

Monthly statement of passengers (all classes) carried in cars.

January, 1874.....	12,508	July, 1874.....	16,110
February, 1874.....	11,295	August, 1874.....	14,476
March, 1874.....	13,619	September, 1874.....	14,308
April, 1874.....	13,858	October, 1874.....	15,127
May, 1874.....	13,374	November, 1874.....	10,822
June, 1874.....	12,997	December, 1874.....	13,424

The amount of freight specifying the quantity in tons :

Anthracite and bituminous coal..	237,154	Stone and lime	135,044
Petroleum and other oils.....	1,977	Agricultural products.....	15,943
Pig and bloom iron.....	140,900	Merchandise and manufactures..	21,998
Railroad iron.....	5,832	Live stock.....	9,573
Other iron or castings.....	21,140	Lumber.....	13,967
Iron and other ores	40,464	Other articles	25,652

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class way passengers.....	4 $\frac{2}{3}$ cents.
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal.....	2 $\frac{7}{10}$ cents.
For local freight and coal.....	3 $\frac{6}{10}$ "

EXPENSES.

(Have no accounts giving further details.)

Maintaining the road or real estate of the corporation :

Allotted to passenger transportation.....	\$5,307 15
Allotted to freight transportation.....	25,370 02
Total	30,677 17

Repairs of machinery :

Allotted to passenger transportation.....	\$8,135 49
Allotted to freight transportation.....	38,890 46
Total	47,025 95

Operating the road :

Allotted to passenger transportation.....	\$9,022 31
Allotted to freight transportation.....	43,129 77
Total	52,152 08
	\$129,855 20

Receipts on construction and equipment account during the year :

Pennsylvania company lessee, have no receipts on this account.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express	Total.
January, 1874.....	\$5,222 40	\$22,872 33	\$413 50	\$28,508 23
February, 1874.....	4,838 11	22,451 90	374 50	27,664 51
March, 1874.....	5,982 51	22,602 62	400 50	28,985 63
April, 1874.....	6,454 14	23,916 42	400 50	30,771 06
May, 1874.....	5,841 79	23,156 95	400 50	29,399 24
June, 1874.....	5,719 28	25,603 43	400 50	31,723 21
July, 1874.....	7,019 21	23,304 19	413 50	30,736 90
August, 1874.....	6,612 93	21,525 01	400 50	28,538 44
September, 1874.....	6,319 91	23,029 37	400 50	29,749 78
October, 1874.....	6,586 77	27,901 47	413 50	34,901 74
November, 1874.....	4,809 37	21,452 92	387 50	26,649 79
December, 1874.....	5,444 65	19,586 50	413 50	25,444 65
Total	70,851 07	277,403 11	4,819 00	353,073 18

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$129,855 20
For miscellaneous, paid Pennsylvania company operating,	211,843 91

Reported by A. L. Crawford, president, New Castle and Beaver Valley railroad company.

Cost of transportation:

Cost per passenger per mile, proximate average.....	1 $\frac{4}{10}$ cents
Cost per ton freight per mile, proximate average.....	1 $\frac{4}{10}$ "

What express companies run on your road, and on what terms? Adams' express company at \$13 00 per day.

What transportation companies run on your road. None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	1
Employees.....	1	4
Others.....	1	1
Total.....	2	6

1874.

February 28. W. R. Cole, brakeman, Lawrence Junction; coupling cars; arm caught.

May 15. G. K. Andrews, telegraph operator; attempted to get on freight train; slightly bruised on head.

May 25. Jno. Reed, yard conductor, New Castle; coupling cars; ends of fingers taken off.

August 11. Jno. M'Call, brakeman, New Castle; fell from car and sprained ankle.

September 26. Jas. Cameron, brakeman, New Castle; on track, struck by passing freight train; slightly injured.

November 18. J. Hettenbaugh, brakeman, New Castle; fell between cars; instantly killed.

November 18. Jno. Greiner, New Castle; walking on track; slightly injured.

December 18. P. Cosgrove, brakeman, Homewood; coupling cars; fingers taken off.

December 18. Jno. Glancey, knocked off trestle work by cars, in falling struck on head; killed.

NAMES AND RESIDENCE OF OFFICERS.

Reported by A. L. Crawford, president, New Castle and Beaver Valley railroad company.

NEW CASTLE AND FRANKLIN.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and Cyrus Clarke, treasurer, of the New Castle and Franklin railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*

CYRUS CLARKE, *Treasurer.*

Sworn and subscribed before me, this }
16th day of December, 1874. }

S. BOWMAN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (with privilege to increase,).....	\$150,000 00
Amount of stock subscribed, \$312,050 00; right of way and construction, \$46,450 00.....	358,500 00
Amount paid in as by last report.....	302,427 00
Total amount now paid in of capital stock: Cash, \$278,- 027 99; right of way and construction, \$46,450 00.....	324,477 99
Funded debt as per last report.....	175,000 00

The amount now of funded debt, (classified and date of maturity,) as follows :

1st mortgage bonds, (date of maturity, August 1, 1902,)	\$363,000 00
Floating debt as per last report.....	79,192 00
The amount now of floating debt.....	210,876 28
Total amount now of floating and funded debt.....	573,876 28
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	5,957
Par value of each share.....	\$50 00
Average market value during the year: No sales to establish price.	
Amount paid in on each share, (average,).....	45 22 $\frac{3}{5}$

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$532,134 12	\$863,625 15
Equipment	19,835 44	34,114 94
Total cost.....	551,969 56	897,740 09

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Stoneboro', Pa.....	36 $\frac{1}{4}$ miles.
Length of main line of road laid.....	36 $\frac{1}{4}$ "
Length of main line of road laid in Pennsylvania.....	36 $\frac{1}{4}$ "
Length of double track of road, branch roads owned, and roads worked or leased by the company.....	None.
Length of sidings	1 mile.
Gauge of road	4 feet 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses.....	2
Number of engines.....	2
Number of first class passenger cars, (cost \$4,250,).....	1
Number of freight cars: Trucks, (average cost of each, \$572,).....	11
Number of coal, ore and stone cars, number of iron and stone bridges, number of tunnels, and length in miles laid with steel rail.....	None.
Number of caboose cars, (average cost of each, \$672,)...	1
Number of wooden bridges, (total length in feet, 931,)...	7
Number of culverts, (total length in feet, 408,).....	105

Number of railroads crossed.....	2
Number of stations on main road: Passenger and freight,	18
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road-way, (included in construction account,).....	\$5,000 00
How is track laid, and on what foundation? On oak ties, with gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, to and from Mercer, December 6, to October 31	13,301
Number of miles run by freight trains, to and from Mercer, December 6, to October 31	13,301
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road to and from Mercer, December 6, to October 31.....	7,363
Number of passengers (all classes) carried in cars.....	21,989
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,547
Number of passengers carried one mile	348,178
Number of tons of freight carried one mile.....	44,984
Number of passengers carried one mile in the State of Pennsylvania	348,178
Number of tons of freight carried one mile in the State of Pennsylvania	44,984
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,569
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	16
Average rate of speed adopted by express trains, including stops.....	16
Average rate of speed adopted by freight trains, including stops.....	11
Weight of first class passenger engines.....	31 tons.
Weight of freight engines.....	28 "

Monthly statement of passengers (all classes) carried in cars:

December, 1873.....	1,785	June, 1874.....	2,127
January, 1874.....	1,793	July, 1874.....	2,349
February, 1874.....	1,676	August, 1874.....	2,200
March, 1874.....	2,058	September, 1874.....	2,646
April, 1874.....	1,938	October, 1874.....	1,653
May, 1874.....	1,764		

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	100	Agricultural products.....	350
Petroleum and other oils	20	Merchandise and manufactures.....	950
Pig iron.....	20	Live stock.....	60
Other iron or castings.....	40	Lumber.....	250
Iron and other ores.....	140	Other articles	539
Stone and lime.....	100		<u> </u>

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	4 cents.
For first class way passengers.....	4 “

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile	6 cents.
For through coal.....	None.
For local freight, per ton per mile.....	7 cents.
For local coal, per ton per mile	2½ “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$5,106 80
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Repairs of machinery:

Repairs of tools and machinery.....	\$51 90
-------------------------------------	---------

Operating the road:

Agents and clerks.....	\$900 00
Conductors, baggage masters, brakemen, engineers and firemen.....	3,469 76
Fuel, and cost of preparing for use.....	1,299 61
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	327 78
Contingencies.....	365 30
Total.....	<u>6,362 45</u>

Receipts on construction and equipment account during the year:

From stockholders.....	\$22,050 99
From sale of bonds	188,000 00
From other sources, balance cash on hand Oct. 31, 1873...	4,649 44
Total	<u>214,700 43</u>

RECEIPTS.

MONTHS.	Passeng'rs.	Freight.	Express.	Total.
November, 1873.....		\$122 19		\$122 19
December, 1873.....	1,071 31	145 00		1,216 31
January, 1874.....	1,076 25	376 68	\$18 85	1,471 78
February, 1874.....	1,089 95	423 00	23 46	1,536 41
March, 1874.....	1,235 25	759 68	21 64	2,016 57
April, 1874.....	1,161 93	672 92	25 01	1,859 86
May, 1874.....	1,057 95	693 13	30 26	1,781 34
June, 1874.....	1,275 80	556 36	65 53	1,897 74
July, 1874.....	1,410 15	354 56	44 03	1,808 74
August, 1874.....	1,294 95	335 74	24 01	1,654 70
September, 1874.....	1,587 95	408 86	34 51	2,031 32
October, 1874.....	991 80	673 55	30 96	1,696 31
Total.....	13,253 29	5,521 67	318 31	19,093 27

SUMMARY OF PAYMENTS.

For construction and equipment, including discounts and interest	\$214,086 26
For maintaining the road, &c.—repairs and operating the road	11,521 15
Balance of cash on hand.....	7,928 67
For State taxes.....	257 63
Total	<u>233,793 70</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average.
Not in operation long enough to determine.

What express companies run on your road, and on what terms? Union,
rates per 100 lbs. to different stations.

What transportation companies run on your road. None.

ACCIDENTS.

	Injured.
Employee.....	<u>1</u>

September 26, 1874. John O'Mara, an employee, was injured by getting his foot caught by the drawheads of the construction train. He was at once sent to Mercy Hospital, Allegheny county, where he died from the effects of his injuries.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
R. W. Cunningham.....	New Castle, Pa.
Geo. V. Boyles.....	New Castle, Pa.
Isaac N. Phillips.....	New Castle, Pa.
Wm. Y. Greer.....	New Castle, Pa.
Wm. Stewart.....	Mercer, Pa.
B. Magoffin.....	Mercer, Pa.
S. R. Mason.....	Mercer, Pa.
A. L. Crawford, President.....	New Castle Pa.
Geo. C. Reis, Vice President.....	New Castle, Pa.
Cyrus Clarke, Secretary and Treasurer.....	New Castle, Pa.

NEW CASTLE RAILROAD AND MINING.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared George Pearson, vice president, and T. F. Stryker, treasurer, of the New Castle railroad and mining company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) GEORGE PEARSON, *Vice President.*
 T. F. STRYKER, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of February, 1875. }

J. HAUS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Total amount now paid in of capital stock.....	100,000 00
The amount now of floating debt.....	2,423 83
Number of shares of stock issued.....	2,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from New Castle to Hainesville.

Proposed length of main line of road laid.....	3 $\frac{3}{4}$ miles.
Proposed length of main line of road laid in Pennsylvania,	3 $\frac{3}{4}$ "
Proposed gauge of road.....	3 $\frac{1}{2}$ feet.
Proposed weight of rail per yard.....	35 pounds.
Number of miles of road graded.....	3 $\frac{3}{4}$

REMARKS.

The charter of the New Castle railroad and mining company is for a railroad from the city of New Castle, Lawrence county, Pa., to the town of Hainesville, Butler county, Pa. As the route has not been surveyed through I don't know the distance. The New Castle railroad and mining company purchased the railroad and equipment from the Neshannock railroad, coal and ore company, consequently no construction account. The president of the company resides in Pittsburg, and the vice president has authority, by the by-laws, to sign all papers in his stead.

T. F. STRYKER, *Secretary*.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua Rhodes.....	Pittsburg, Pa.
George Pearson.....	New Castle, Pa.
R. H. Peebles.....	New Castle, Pa.
George C. Reis.....	New Castle, Pa.
D. M. Kissinger.....	New Castle, Pa.
Joshua Rhodes, President.....	Pittsburg, Pa.
T. F. Stryker, Secretary and Treasurer.....	New Castle, Pa.

NEWRY.

STATE OF PENNSYLVANIA, }
Blair County, } ss:

Personally appeared Jos. Fitchner, president, and Jonathan Conrad, treasurer, of the Newry railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

JOSEPH FITCHNER, *President*.

JONA. CONRAD, *Treasurer*.

Sworn and subscribed before me, this }
 30th day of December, 1874. }

JAS. CONRAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,)	\$15,000 00
Amount of stock subscribed, about.....	11,650 00
Amount paid in as by last report, about.....	11,150 00
Total amount now paid in of capital stock, about.....	11,150 00
Funded debt as per last report.....	None.
The amount now of funded debt, classified as follows.....	None.

Floating debt as per last report, (exclusive of interest since December 31, 1871,) about.....	\$10,778 99
The amount now of floating debt, (exclusive of interest since December 31, 1871,) about	10,778 99
Total amount now of floating debt, (exclusive of interest, as above stated,) about.....	*10,778 99
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued, about.....	446
Par value of each share.....	\$25 00
Average market value during the year: Stock not in market.	
Amount paid in on each share, (excepting about 20 shares subscribed and not paid)	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (grading and trestle work, estimated cost,).....	\$12,283 00	\$12,283 00
Equipment, (superstructure by Pennsylvania railroad company,).....	10,374 31	10,374 31
Total cost.....	<u>22,657 31</u>	<u>22,657 31</u>

CHARACTERISTICS OF ROAD

Length of main line of road, from Newry siding, on Allegheny Portage railroad, to Newry.....	1 $\frac{1}{10}$ miles.
Length of main line of road laid	1 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania.....	1 $\frac{1}{10}$ "
Length of double track of road, branch roads owned and roads worked or leased by the company.....	None.
Length of sidings, about	878 feet.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main road.....	45 pounds.
Number of engine houses and shops: 1 engine house.	
Number of iron and stone bridges, culverts, railroads crossed, tunnels and length in miles laid with steel rails	None.
Number of wooden bridges: No regular bridge but some trestle work.	
Number of stations on main road: Passenger and freight,	1
Number of wood and water stations on main road.....	1

*The floating debt as given in this report, does not include any excess of expenses over the receipts from the road in operating it by the Pennsylvania railroad company.

Value of real estate held by the company exclusive of roadway, about \$400 00
 How is track laid and on what foundation? On cross-ties, resting on broken stone ballast.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources... .. Nothing.

As we are not operating the road, but have leased it to the Pennsylvania railroad company, we have not the statistics at hand to enable us intelligently to answer your interrogatories, as per blank form, with regard to the doings of road during the year in transportation and total miles run, monthly statement of passengers (all classes) carried in cars, the amount of freight in tons, the rate per ton per mile charged for freight, the rate of fare for passengers, &c., but the foregoing report, we believe, is as complete and as nearly correct as we can make it.

Very respectfully,

JOSEPH FICHTNER,

President Newry railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Alexander Knox.....	Newry, Blair co., Pa.
Francis M'Coy.....	Newry, Blair co., Pa.
Jonathan Conrad.....	Newry, Blair co., Pa.
John Hoover	Newry, Blair co., Pa.
James Conrad	Newry, Blair co., Pa.
Adam Hoover.....	Newry, Blair co., Pa.
Henry M'Intosh.....	Newry Blair co., Pa.
Daniel M. Bare.....	Roaring Spring, Blair co., Pa.
William Forbes	Harrisburg, Pa.
James Stevens.....	Martinsburg, Blair co., Pa.
William Smith.....	Duncansville, Blair co., Pa.
John Musselman.....	Duncansville, Blair co., Pa.
Joseph Fichtner, President	Newry, Blair co., Pa.
Alexander Knox, Secretary.....	Newry, Blair co., Pa.
Jonathan Conrad, Treasurer	Newry, Blair co., Pa.

NORTHERN CENTRAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, A. J. Cassatt, vice president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. J. CASSATT, *Vice President.*

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of March, 1875. }

J. PAUL DIVER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$8,000,000 00
Amount of stock subscribed.....	5,842,000 00
Amount paid in as by last report.....	5,842,000 00
Total amount now paid in of capital stock.....	5,842,000 00
Funded debt as per last report, (including \$4,000,000 income bonds,).....	11,419,756 12
The amount now of funded debt, (classified and date of maturity,) as follows :	
Mortgage to State of Maryland to secure annuity of \$90,000 00, irredeemable....	\$1,500,000 00
Mortgage, 6 per cent coupon bonds, (York and Cumberland railroad,) due January 1, 1877.....	500,000 00
Mortgage sinking fund 6 per cent. coupon bonds, due July 1, 1885.....	1,570,000 00
Mortgage 6 per cent. coupon bonds, due April 1, 1900.....	1,126,000 00
Mortgage 6 per cent. gold bonds, due July 1, 1900, coupons, \$2,599,000, registered \$204,000	2,803,000 00
Consolidated general gold bonds, series A, sinking fund 6 per cent. dollar or sterling coupon bonds, due July 1, 1904.....	2,000,000 00
	<hr/>
	9,499,000 00

Income convertible 7 per cent. coupon bonds, due April 1, 1880.....	\$1,000,000 00	
Income 7 per cent. coupon bonds, (issued in purchase of Chemung and Elmira, Jef- ferson and Canandaigua railroad stocks,) due January 1, 1922.....	3,000,000 00	
		<u>\$13,499,000 00</u>
Floating debt as per last report, deducting current assets,		704,041 60
The amount now of floating debt.....		None.
Total amount now of floating and funded debt.....		13,499,000 00
Rate per cent. per annum of interest on funded debt, mort- gage 6 per cent., income 7 per cent.		
Date and rate per cent. per annum of dividend or dividends, Cash, 3½ per cent. July 31, 1874.		
Number of shares of stock issued.....		116,840
Par value of each share		\$50 00
Average market value during the year.....		Unknown.
Amount paid in on each share.....		\$50 00
Amount of capital on which the respective dividends were declared.....		<u>5,841,900 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate....	\$11,959,068 56	\$12,438,386 44
Equipment.....	3,470,815 34	3,740,387 40
Total cost.....	<u>15,429,883 90</u>	<u>16,178,773 84</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore, Maryland, to Sunbury, Pennsylvania.....	137.18 miles.
Length of main line of road laid	137.18 "
Length of main line of road laid in Pennsylvania.....	102.14 "
Length of double track of road	75.43 "
Length of sidings	53.30 "
Gauge of road	4 ft. 9 inches.
Weight of rail per yard on main track	64 pounds.
Branch roads owned by the company and their length, viz: Green Spring branch, 8.5 miles; sidings, Green Springs branch.....	1 mile.
Roads worked or leased by the company, viz: Shamokin Valley and Pottsville railroad, 27.3 miles; Elmira and Williamsport railroad, 78 miles; Elmira, Jefferson and Canandaigua railroad, 47 miles; Chemung railroad, 22 miles.	

Number of engine houses and shops	6
Number of engines	152
Number of first class passenger cars, (average cost of each, \$2,750,).....	65
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,500,).....	41
Number of freight cars: House cars, (average cost of each, \$800,) 1,101; trucks, (average cost of each, \$450,) 558, total.....	1,659
Number of coal, lime and stone cars: Coal, 4,070; lime, 181; stone, 38; (average cost of each, \$500,).....	4,289
Number of caboose cars, (average cost of each, \$450,)....	76
Number of iron bridges, (total length in feet, 2,880,).....	50
Number of wooden bridges, (total length in feet, 10,849,).....	98
Number of stone bridges, (total length in feet, 500,).....	31
Number of culverts	No record.
Number of railroads crossed.....	5
Number of stations on main road: Passenger and freight,	31
Number of wood and water stations on main road.....	20
Value of real estate held by the company exclusive of road way, (cost per accounts of company,).....	\$777,457 45
Number of tunnels, (length, 254 feet,).....	1
How is track laid, and on what foundation? With 64 lb. iron and 60 lb. steel rail, stone ballast and cross ties.	
Length in miles laid with steel rail	21.80

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	491,096
Number of miles run by freight trains	1,274,381
Number of miles run by coal trains: Not kept separately— included in freight trains.	
Number of through passengers for the year on main road,	16,954
Number of passengers (all classes) carried in cars	865,680
Number of tons of 2,000 lbs. of through freight for the year on main road.....	339,282
Number of passengers carried one mile	19,444,830
Number of tons of freight carried one mile.....	135,928,995
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,284,695
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	22

Average rate of speed adopted by express trains, including stops, (miles per hour,).....	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	13
Weight of first class passenger engines : From 58,000 to 63,000 pounds.	
Weight of freight engines : From 46,000 to 75,000 pounds.	

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	61,875	July, 1874.....	74,154
February, 1874.....	58,519	August, 1874.....	74,533
March, 1874.....	64,649	September, 1874.....	78,007
April, 1874.....	75,243	October, 1874.....	78,184
May, 1874.....	75,213	November, 1874.....	74,209
June, 1874.....	81,546	December, 1874.....	69,548

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal, 841,301	Stone and lime.....	105,620
Petroleum and other oils..... 82,476	Agricultural products.....	352,485
Pig iron..... 38,750	Merchandise and manufactures..	284,320
Railroad iron..... 7,500	Live stock.....	42,000
Other iron or castings..... 48,365	Lumber.....	263,876
Iron and other ores..... 149,325	Other articles.....	68,677

The rate of fare for passengers charged for the respective classes per mile, as follows :

For all passengers.....	$2\frac{842}{1000}$ cents.
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The rate per ton (of 2,000 pounds,) per mile charged for freight :

For all freight, per ton per mile.....	$1\frac{585}{1000}$ cents.
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EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$492,069 41	\$123,017 35	\$369,052 06
Taxes on real estate.....	1,282 55	320 64	961 91
Total	493,351 96	123,337 99	370,013 97
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$117,499 57	\$29,374 89	\$88,124 68
Repairs of passenger and baggage cars.....	71,821 32	71,821 32	.....
Repairs of freight cars.....	210,972 95	.....	210,972 95
Repairs of tools and machinery in shops.....	7,618 65	1,904 66	5,713 99
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	71,433 32	17,858 33	53,574 99
Total	479,345 81	120,959 20	358,386 61
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$86,049 30	\$23,517 97	\$62,531 33
Agents and clerks.....	75,474 78	13,270 76	62,204 02
Labor—loading and unloading freight.....	22,846 11	.....	22,846 11
Porters, watchmen and switch tenders.....	39,805 17	10,385 52	29,419 65
Car cleaning and inspecting, furniture and fixtures.....	42,212 93	12,750 70	29,462 23
Wood and water station attendance.....	20,756 63	5,189 16	15,567 47
Conductors, baggage masters and brakemen	172,806 79	44,224 73	128,582 06
Engineers and firemen.....	115,788 13	26,199 71	89,588 42
Fuel, and cost of preparing for use.....	193,270 92	48,317 73	144,953 19
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	29,728 45	7,288 99	22,439 46
Telegraph, mail and station expenses	44,836 82	18,358 19	26,478 63
Loss and damage of goods and baggage.....	10,744 47	.....	10,744 47
Use of freight cars.....	76,337 56	.....	76,337 56
Shoveling snow.....	1,833 76	458 44	1,375 32
Damage for injury of persons.....	3,053 63	3,053 63	.....
General superintendence.....	6,418 36	1,651 79	4,766 57
Contingencies.....	166,720 01	41,680 00	125,040 01
Total	1,108,683 82	256,347 32	852,336 50

Receipts on construction and equipment account during the year :

From stockholders.....	Nothing.
Sale of bonds, (net,).....	\$1,715,917 83

Receipts from February, 1874, to December, 1874, inclusive :

Passengers	\$552,597 52
Freight	2,154,129 76
Mail and express.....	82,843 73
Miscellaneous.....	477,399 98
Total	3,266,970 99

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$748,889 94
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,081,381 59
Dividends.....	204,466 50
Interest on funded debt.....	580,000 00
Miscellaneous.....	362,545 10
Surplus fund and municipal taxes.....	None.
State taxes on dividends and loans	15,575 71
Total	3,992,858 84

Total amount of surplus fund	82,704 80
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Cost of transportation :

Cost per passenger per mile, proximate average.....	2 $\frac{660}{1000}$ cents.
Cost per ton freight per mile, proximate average.....	1 $\frac{151}{1000}$ “

What express companies run on your road, and on what terms? Adams, at fixed prices per 100 pounds, varying according to distance transported.

What transportation companies run on your road, and on what terms? National line, Peipher line, Crescent line, Empire line, Anchor line, P.R.R. and A. V. R. R. Oil line. Conditions are arranged from time to time, as required to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured.
Passengers	2	1
Employees.....	8	27
Others	4	2
Total	14	30

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

A. J. Cassatt.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
J. N. Hutchinson.....	Philadelphia, Pa.
H. P. Borie.....	Philadelphia, Pa.
S. M. Felton.....	Philadelphia, Pa.
J. C. Bullitt.....	Philadelphia, Pa.
Wayne MacVeagh.....	Harrisburg Pa.
George Small.....	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
M. B. Greensfelder.....	Baltimore, Md.
M. B. Sellers.....	Baltimore, Md.
R. Oppenheimer.....	Baltimore, Md.
Thos. A. Scott.....	President.
Robt. S. Hollins.....	Secretary.
John S. Leib.....	Treasurer.

NORTH-EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin A. Comly, president, and John S. Wise, treasurer, of the North-East Pennsylvania railroad company; and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of December, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$400,000 00
Amount of stock subscribed.....	81,550 00
Amount paid in as by last report.....	81,550 00
Total amount now paid in of capital stock.....	81,500 00
Funded debt as per last report.....	48,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1892,).....	122,500 00

Floating debt as per last report.....	\$145,768 50
The amount now of floating debt.....	107,202 85
Total amount now of floating and funded debt.....	229,702 85
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	1,631
Par value of each share.....	\$50 00
Average market value during the year.....	Not in market.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (including right of way,).....	\$228,381 73	\$279,872 73
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Abington to Hartsville,	9 $\frac{8}{10}$ miles.
Length of main line of road laid.....	9 $\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania.....	9 $\frac{8}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 and 58 lbs.
Number of engine houses.....	1
Branch roads owned and roads worked or leased by the company, number of iron and stone bridges, number of railroads crossed, number of wood and water stations on main road, number of tunnels, and length in miles laid with steel rail.....	None.
Number of wooden bridges, (total length in feet, 910,)....	5
Number of culverts, (total length in feet, 84,).....	3
Number of stations on main road: Passenger and freight..	11
Value of real estate held by the company exclusive of road way.....	\$9,547 87
How is track laid, and on what foundation? Rails of 50 and 58 pounds per yard; oak ties and ballast of earth and stone.	

Rolling stock owned and road worked by the North Pennsylvania railroad company.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	11,420
Number of miles run by freight and coal trains.....	5,710
Number of through passengers for the year on main road, number of passengers (all classes) carried in cars, (all local,)	67,073
Number of tons of 2,000 lbs. of through freight for the year on main road.....	10,519
Number of passengers carried one mile.....	379,420
Number of tons of freight carried one mile	69,378
Number of passengers carried one mile in the State of Penn- sylvania.....	379,420
Number of tons of freight carried one mile in the State of Pennsylvania	69,378
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	10,519
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20.
Average rate of speed adopted by express trains	None.
Average rate of speed adopted by freight trains, including stops.....	9

Monthly statement of passengers (all classes) carried in cars :

November, 1873	3,349	June, 1874.....	7,549
December, 1873.....	3,810	July, 1874.....	9,794
January, 1874.....	3,364	August, 1874.....	10,541
February, 1874	3,269	September, 1874.....	5,972
March, 1874.....	3,865	October, 1874.....	6,201
April, 1874.....	4,020		
May, 1874.....	5,359	Total	67,093

The amount of freight specifying the quantity in tons :

Anthracite coal	4,498	Lumber.....	2,280
Bituminous coal.....	130	Other articles	103
Stone and lime.....	140		
Agricultural products.....	506	Total.....	10,519
Merchandise and manufactures...	2,862		

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through and way passengers, (all local,)....	3 ¹ / ₁₀ cents.
For second class through and way passengers.....	None.

The rate per ton (of 2,000 pounds,) per mile charged for freight :

For local freight and coal.....	8.88 cents.
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EXPENSES.

Operating the road:

Use of freight cars \$527 33

Rolling stock furnished and road operated by the North Pennsylvania railroad company.

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds, and other sources..... None.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1873	\$374 44	\$390 93	\$4 80	.....	\$770 17
December, 1873.....	1,081 86	316 17	1 73	.....	1,399 76
January, 1874.....	592 85	475 23	1 87	.....	1,069 95
February, 1874.....	633 81	286 62	2 25	.....	922 68
March, 1874.....	709 87	403 08	2 34	.....	1,115 29
April, 1874.....	811 52	784 70	2 13	.....	1,598 35
May, 1874.....	1,049 61	653 81	3 86	.....	1,707 28
June, 1874.....	1,348 76	487 15	2 62	.....	1,838 53
July, 1874.....	1,600 97	486 03	3 55	.....	2,090 55
August, 1874.....	1,683 45	630 38	1 32	.....	2,315 15
September, 1874.....	1,002 54	647 34	1 02	.....	1,650 90
October, 1874.....	1,038 49	575 37	1 15	\$56 00	1,671 01
Total.....	11,928 17	6,136 81	28 64	56 00	18,149 62

SUMMARY OF PAYMENTS.

For construction and equipment, including real estate and right of way..... \$53,587 87

Maintaining and operating the road 14,150 19

Dividends, surplus fund and municipal taxes..... None.

Interest..... 5,935 00

Miscellaneous..... 6,516 51

State taxes..... 134 20

Total..... 80,323 77

Cost of transportation:

Cost per passenger per mile, proximate average..... 2.20 cents.

Cost per ton of freight per mile, proximate average..... 6.30 "

What express companies run on your road, and on what terms? Central express, 12 cents per ton per mile.

What transportation companies run on your road? None.

ACCIDENTS.

None.

This road is operated under a temporary arrangement with the North Pennsylvania railroad company. The North Pennsylvania railroad com-

pany furnish the motive power, for which they charge 15 cents per mile in addition to the proportion of charges for other expenses.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
John Jordan, Jr.....	Philadelphia, Pa.
J. Gillingham Fell.....	Philadelphia, Pa.
Wm. C. Ludwig	Philadelphia, Pa.
Ellwood Shannon.....	Philadelphia, Pa.
Edward C. Knight.....	Philadelphia, Pa.
Alfred Hunt.....	Philadelphia, Pa.
Wm. C. Kent	Philadelphia, Pa.
Thomas Smith.....	Philadelphia, Pa.
G. J. Mitchell.....	Hatboro', Montgomery co., Pa.
Isaac Warner, Jr.....	Hatboro', Montgomery co., Pa.
George Fulnor.....	Hatboro', Montgomery co., Pa.
J. B. Larzelere.....	Norristown, Montgomery co., Pa.
Frank A. Comly, President.....	Philadelphia, Pa.
John S. Wise, Secretary and Treasurer.....	Philadelphia, Pa.

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA,)
Philadelphia County,) ss:

Personally appeared Franklin A. Comly, president, and William Wister, treasurer, of the North Pennsylvania railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) . F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of January, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with privilege of in creasing,)	\$1,500,000 00
Amount of stock subscribed	3,150,000 00
Amount paid in as by last report.....	3,150,000 00
Total amount now of capital stock.....	3,699,450 00
Funded debt as per last report.....	4,456,000 00

The amount now of funded debt, (classified and date of maturity,) as follows :

1st mortgage bonds, (date of maturity, January 1, 1885,)	\$2,140,500 00
2d mortgage bonds, (date of maturity, April 1, 1877,).....	360,000 00
General and 3d mortgage bonds, (date of maturity, May 1, 1896; January 1, 1903,).....	2,829,500 00
	<hr/> \$5,330,000 00
Floating debt as per last report	252,985 37
The amount now of floating debt.....	None.
Total amount now of funded debt.....	5,330,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 10 per cent.; 3d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends : 1 scrip dividend of 5 per cent.	
Number of shares of stock issued	73,989
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the dividend was declared,	3,598,300 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate, &c..	\$7,174,125 61	\$7,321,252 97
Equipment	1,285,450 86	1,411,867 12
	<hr/>	<hr/>
Total cost.....	8,459,576 47	8,733,120 09

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Bethlehem	55 $\frac{6}{10}$ miles.
Length of main line of road laid.....	55 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania.....	55 $\frac{6}{10}$ "
Length of double track of road	26 $\frac{3}{10}$ "
Length of sidings	24 $\frac{5}{10}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track: 56, 58, 60 and 64 lbs.	
Branch roads owned by the company and their length, viz :	
Shimersville Branch, 1 $\frac{8}{10}$ miles; Doylestown Branch,	
10 $\frac{3}{10}$ miles.....	

Roads worked or leased by the company, viz North-East Pennsylvania railroad, $9\frac{8}{10}$ miles long; Stony Creek railroad, $10\frac{3}{10}$ miles long.	
Number of engine houses and shops.....	7
Number of engines.....	47
Number of first class passenger cars, (average cost of each, \$4,137,).....	48
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,979,).....	26
Number of freight cars, (average cost of each, \$582,)....	500
Number of coal, ore and stone cars, (average cost of each, \$204,).....	469
Number of caboose cars and stone bridges.....	None.
Number of iron bridges, (total length in feet, 1,082,).....	12
Number of wooden bridges, (total length in feet, 575,)....	4
Number of culverts, (total length in feet, 231,).....	19
Number of railroads crossed.....	4
Number of stations on main road: Passenger and freight,	37
Number of wood and water stations on main road.....	10
Value of real estate held by the company exclusive of road-way :.....	\$1,610,410 89
Number of tunnels, (length of each, 500 feet and 2,160 feet).....	2
How is track laid, and on what foundation? Stone ballast, white oak ties, wrought iron chairs and fish joints.	
Length in miles laid with steel rail.....	<u><u>8$\frac{3}{4}$ miles.</u></u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	456,440
Number of miles run by freight and coal trains.....	280,335
Number of through passengers for the year on main road..	141,294
Number of passengers (all classes) carried in cars.....	1,052,859
Number of tons, of 2,000 pounds, of through freight for the year on main road.	420,049
Number of passengers carried one mile.....	18,888,210
Number of tons of freight carried one mile.....	32,761,375
Number of passengers carried one mile in the State of Pennsylvania.....	18,888,210
Number of tons of freight carried one mile in the State of Pennsylvania.....	32,761,375

Gross amount of tonnage for the year, (2,000 pounds per ton,).....	902,322
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops	27
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	65,000 pounds.
Weight of freight engines.....	76,000 "

Monthly statement of passengers (all classes) carried in cars:

November, 1873.....	72,111	June, 1874.....	97,120
December, 1873.....	70,132	July, 1874.....	119,270
January, 1874.....	66,292	August, 1874.....	124,258
February, 1874.....	59,548	September, 1874.....	106,666
March, 1874.....	71,125	October, 1874.....	102,089
April, 1874.....	73,673		
May, 1874.....	90,575	Total.....	1,052,859

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	443,916	Agricultural products.....	102,965
Bituminous coal.....	3,835	Merchandise and manufactures...	109,463
Petroleum and other oils.....	2,101	Live stock.....	3,513
Pig iron.....	48,532	Lumber	47,663
Railroad iron.....	7,589	Other articles.....	5,810
Other iron or castings.....	8,506		
Iron and other ores	68,297	Total.....	902,322
Stone and lime	50,132		

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers.....	2.67 cents.
For first class way passengers.....	2.68 "
For second class through and way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile.....	2.49 cents.
For through coal, per ton per mile,.....	1.98 "
For local freight, per ton per mile.....	4.04 "
For local coal, per ton per mile	2.42 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$164,910 35	\$101,753 34	\$63,157 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$48,679 13	\$20,082 55	\$28,596 58
Repairs of passenger and baggage cars.....	24,586 89	24,586 89	.....
Repairs of freight cars.....	47,920 34	.....	47,920 34
Repairs of tools and machinery in shops.....	9,188 42	3,675 37	5,513 05
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	10,327 05	4,130 82	6,196 23
Total.....	140,701 83	52,475 63	88,226 20
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$21,279 07	\$8,511 63	\$12,767 44
Agents and clerks.....	56,663 67	18,887 89	37,775 78
Labor—loading and unloading freight.....	22,236 75	.....	22,236 75
Porters, watchmen and switch tenders.....	10,957 05	5,368 95	5,588 10
Car cleaning and inspecting, furniture and fixtures.....	10,391 09	6,234 65	4,156 44
Wood and water station attendance.....	2,737 99	1,642 79	1,095 20
Conductors, baggage masters and brakemen.....	67,100 37	31,482 27	35,618 10
Engineers and firemen.....	59,559 47	23,786 05	35,773 42
Fuel, and cost of preparing for use.....	96,024 82	43,162 60	52,862 22
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	11,689 27	6,393 78	5,295 49
Telegraph, mail and station expenses.....	11,376 86	3,413 06	7,963 80
Loss and damage of goods and baggage.....	2,407 59	.....	2,407 59
Shoveling snow.....	845 30	524 09	321 21
Contingencies.....	150,844 15	54,199 46	96,644 69
Total.....	524,113 45	203,607 22	320,506 23

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources. Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars	Miscellaneous.	Total.
Nov., 1873.....	\$34,364 45	\$56,354 50	\$1,650 00	\$3,977 11	.....	\$96,346 06
Dec., 1873.....	35,364 52	55,042 10	1,767 26	4,523 02	.....	96,696 90
Jan., 1874.....	32,873 54	65,406 94	1,538 16	3,583 65	.....	103,402 29
Feb., 1874.....	30,460 06	58,833 12	1,505 33	1,514 25	.....	92,312 76
March, 1874...	35,263 78	74,102 77	1,572 98	3,281 46	.....	114,220 99
April, 1874....	39,640 45	69,305 82	1,866 95	4,077 47	9,462 35	124,353 04
May, 1874.....	42,139 78	71,115 80	2,023 72	6,506 94	.....	121,786 24
June, 1874....	46,930 18	72,120 72	1,886 07	3,987 12	.....	124,924 09
July, 1874.....	53,278 65	61,135 65	1,566 92	3,987 56	.....	119,968 78
Aug., 1874.....	54,815 21	74,097 93	1,538 62	5,140 98	.....	135,592 74
Sept., 1874....	48,150 77	80,941 75	1,638 84	2,033 95	.....	132,765 31
Oct., 1874.....	52,635 50	90,482 44	1,749 11	4,837 60	12,389 33	162,093 98
Total.....	505,916 89	828,939 54	20,303 96	47,451 11	21,851 68	1,424,463 18

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$273,543 62
For maintaining the road, &c.—repairs of machinery and operating the road.....	829,725 63
For dividends. No cash dividends.	
For interest	337,626 50
For miscellaneous	6,379 92
For surplus fund.....	None.
For municipal taxes.....	13,465 71
For State taxes.....	25,325 16
Total.....	<u>1,486,066 54</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.55 cents.
Cost per ton freight per mile, proximate average.....	<u>1.60 “</u>

What express companies run on your road, and on what terms? Central express, 10 to 12 cents per ton per mile; Heston's express, 10 to 12 cents per ton per mile.

What transportation companies run on your road. No transportation companies.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	2
Employees.....	3	2
Others	7	1
Total.....	<u>10</u>	<u>5</u>

1873.

November 5. Jonathan White, aged 61, accidentally killed when walking on the track near Green Lane after dark.

November 6. Charles Long, brakeman, had his foot hurt when shifting cars, near Fort Washington.

November 15. Jonathan Graves, passenger, lost an arm by trying to get on to a baggage car in motion, at Bethlehem.

December 18. John Esdall, aged about 71, fatally injured, when walking on the track, above Dauphin street.

December 19. James Morrow, a freight brakeman, was killed before daylight, by striking the Fifth street bridge.

1874.

March 12. Morris P. Kirk, a young man, accidentally killed by a freight car on a private siding at Abington.

March 17. Samuel Zepp, coal brakeman, killed by falling between cars at Hellertown.

April 2. Michael Kay, a gunner struck and hurt when walking on the track near Fisher's Lane.

April 29. James Hagerman, a brakeman, killed by falling from a freight train at Bethlehem.

May 7. Henry Kemorer, aged about 40, killed when walking on the track near Hatfield.

May 21. Joseph Weidner, aged 68, accidentally killed by walking in front of a train at Norris Street.

June 12. Henry Seelah, freight brakeman, lost a thumb when coupling cars at Perkasio.

September 23. Horace Mann, aged 23, acting as baggage agent, fatally injured at Berks street station, by getting off a train when in motion.

October 18. Timothy Hurley, a passenger, had his collar bone broken by a passenger train being struck by the engine of a freight train going to New York, on the Connecting railroad, at the crossing near Erie avenue.

October 21. Mary G. Brower, aged about 35, was killed when walking on the track near Oak Lane ; coroner's verdict, "accidental death."

OIL CREEK AND ALLEGHENY RIVER

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Jordan, Jr	Philadelphia.
J. Gillingham Fell.....	Philadelphia.
William C. Ludwig.....	Philadelphia.
Ellwood Shannon.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Jacob Riegel, city director.....	Philadelphia.
O. Howard Wilson, city director.....	Philadelphia.
Alfred Hunt.....	Philadelphia.
William C. Kent.....	Philadelphia.
Thomas Smith.....	Philadelphia.
Ario Pardee.....	Hazleton.
Jas. H. Stevenson.....	Philadelphia.
Franklin A. Comly, President.....	Philadelphia.
John S. Wise, Secretary.....	Philadelphia.
William Wister, Treasurer.....	Philadelphia.

OIL CREEK AND ALLEGHENY RIVER.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared Thomas R. Robinson, treasurer of the Oil Creek and Allegheny River railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) THOMAS R. ROBINSON, *Treasurer.*

Sworn and subscribed before me, this }
6th day of February, 1875. }

S. A. HOLLISTER, *Notary Public.*

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally, appeared John Scott, president of the Oil Creek and Allegheny River railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of his knowledge and belief.

(Signed) JOHN SCOTT, *President.*

Sworn and subscribed before me, this }
8th day of February, 1875. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$4,959,450 00
Amount of stock subscribed.....	4,959,450 00
Amount paid in as by last report.....	4,959,450 00
Total amount now paid in of capital stock.....	4,959,450 00
Funded debt as per last report.....	3,680,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, February 1, 1896,).....	\$1,500,000 00
1st mortgage bonds, (date of maturity, April 1, 1882,).....	580,000 00
1st mortgage bonds, (date of maturity, July 2, 1890,).....	500,000 00
Consolidated mortgage bonds, (date of maturity, May 1, 1888,).....	1,100,000 00
	<hr/> 3,680,000 00
Floating debt as per last report.....	249,104 81
The amount now of floating debt.....	, 385,328 89
Total amount now of floating and funded debt.....	4,065,328 89
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	None paid.
Number of shares of stock issued.....	99,189
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$8,593,632 '88	\$8,605,982 37
Equipment.....	1,008,330 63	1,008,330 63
	<hr/>	<hr/>
Total cost.....	9,607,963 51	9,614,313 00

CHARACTERISTICS OF ROAD.

Length of main line road, from Corry to Irvineton.....	95 miles.
Length of main line of road laid.....	95 "
Length of main line of road laid in Pennsylvania.....	95 "
Length of double track of road.....	None.
Length of sidings.....	33 miles.
Gauge of road: 42 miles, 3 rails 6 feet, and 4 feet 9 inches; 78 miles, 4 feet, 9 inches.	

Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz : Union and Titusville branch, 25 miles ; Cherry Run branch, 3 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	12
Number of engines.....	32
Number of first-class passenger cars, (average cost of each, \$4,500,).....	19
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	5
Number of freight cars, (average cost of each, \$700,)....	301
Number of coal, ore and stone cars, number of iron and stone bridges, and number of tunnels.....	None.
Number of caboose cars, (average cost of each, \$1,000,)..	14
Number of wooden bridges, (total length in feet, 2,100,)..	10
Number of culverts, (total length in feet, 1,232,).....	224
Number of railroads crossed : Atlantic and Great Western railway at Union.....	1
Number of stations on main road : Passenger and freight,	27
Number of wood and water stations on main road.....	23
Value of real estate held by the company exclusive of road- way.....	\$50,000 00
How is track laid, and on what foundation? Cross-ties, ballasted with stone and gravel.	
Length in miles laid with steel rail.....	1

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	140,510
Number of miles run by freight trains.....	432,262
Number of miles run by coal trains : Included in freight trains.	
Number of through passengers for the year on main road,	10,001
Number of passengers (all classes) carried in cars.....	313,162
Number of tons of 2,000 lbs. of through freight for the year on main road.....	196,597
Number of passengers carried one mile.....	4,773,223
Number of tons of freight carried one mile : No account kept.	
Number of passengers carried one mile in the State of Penn- sylvania.....	4,773,223

Number of tons of freight carried one mile in the State of Pennsylvania	No account.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	649,331
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	22 tons.
Weight of freight engines.....	32 "

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	26,397	July, 1874	29,196
February, 1874	23,566	August, 1874.....	27,299
March, 1874.....	29,667	September, 1874.....	25,724
April, 1874.....	29,995	October, 1874	24,238
May, 1874.....	28,668	November, 1874	20,449
June, 1874.....	27,226	December, 1874.....	20,737

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal..	237,981	Agricultural products.....	4,659
Petroleum and other oils.....	295,962	Merchandise and manufactures..	25,160
Other iron or castings.....	5,125	Lumber	36,926
Stone and lime.....	2,583	Other articles.....	40,935

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3½ cents.
For first class way passengers.....	3½ "
For second class through passengers.....	3½ "
For second class way passengers.....	3½ "

The rate per ton (of 2,000 pounds,) per mile charged for freight:

For through freight, per ton per mile.....	1 $\frac{1}{10}$
For through coal, per ton per mile.....	1 $\frac{1}{10}$
For local freight, per ton per mile	3 $\frac{1}{4}$
For local coal, per ton per mile.....	3 $\frac{1}{4}$

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Repairs or maintenance of way, including buildings.....	\$145,747 17	\$58,298 86	\$87,448 31
Taxes on real estate.....	3,060 54	1,224 21	1,836 33
Total.....	148,807 71	59,523 07	89,284 64
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$29,258 31	\$11,703 32	\$17,554 99
Repairs of passenger and baggage cars.....	13,520 35	13,520 35	.....
Repairs of freight cars.....	19,999 33	.....	19,999 33
Repairs of tools and machinery in shops.....	4,210 38	2,105 19	2,105 19
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	22,485 46	8,994 17	13,491 29
Total.....	89,478 83	36,323 03	53,155 80
OPERATING THE ROAD.			
Office expenses, stationery, &c.	5,829 99	\$2,331 99	\$3,498 00
Agents and clerks.....	35,394 11	14,157 64	21,236 47
Labor—loading and unloading freight.....	5,232 44	.....	5,232 44
Porters, watchmen and switchtenders.....	13,803 12	5,521 24	8,281 88
Car cleaning and inspecting, furniture and fixtures.....	9,380 47	3,752 17	5,628 30
Wood and water station attendance.....	3,299 22	1,319 68	1,979 54
Conductors, baggagemasters and brakemen.....	57,117 09	22,846 83	34,270 26
Engineers and firemen.....	37,575 78	15,030 31	22,545 47
Fuel, and cost of preparing for use.....	47,885 19	19,151 07	28,731 12
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5,870 77	2,348 30	3,522 47
Telegraph, mail and station expenses.....	27,220 42	10,888 16	16,332 26
Loss and damage of goods and baggage.....	861 87	344 74	517 13
Shoveling snow.....	1,477 55	591 02	886 53
Damage for injury of persons.....	1,398 65	559 46	839 19
General superintendence.....	2,826 16	1,130 46	1,695 70
Contingencies.....	8,043 50	3,217 40	4,826 16
Total.....	263,216 33	103,193 47	160,022 86

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1874.....	\$12,620 16	\$50,213 01	\$1,989 07	\$51 33	\$64,873 57
February, 1874.....	11,997 59	32,291 60	1,822 46	174 00	46,285 65
March, 1874.....	14,807 87	35,687 93	1,981 44	136 00	52,613 24
April, 1874.....	15,239 43	49,173 65	1,940 41	96 00	66,449 49
May, 1874.....	14,554 95	57,258 30	2,011 22	173 00	73,997 47
June, 1874.....	13,862 35	64,812 97	1,989 90	59 75	80,724 97
July, 1874.....	15,397 37	58,424 39	1,992 41	440 50	76,254 67
August, 1874.....	15,348 72	66,754 52	2,019 69	186 35	84,309 28
September, 1874.....	14,585 46	63,695 95	1,953 85	495 80	80,731 06
October, 1874.....	13,147 86	65,269 75	1,985 51	409 15	80,812 27
November, 1874.....	11,152 64	53,748 97	2,007 29	1,213 75	68,122 65
December, 1874.....	11,232 29	57,594 74	2,025 61	824 76	71,677 40
Total.....	163,946 69	654,925 78	23,718 86	4,260 39	846,851 72

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$6,349 49
For maintaining the road, &c.—repairs of machinery and operating the road, \$501,502 87; less taxes, \$3,060 54,	498,442 33
Dividends and surplus fund.....	None.
Interest.....	80,600 00
Miscellaneous.....	31,186 06
Municipal taxes.....	3,060 54
State taxes.....	29,435 75
Total	749,074 17

Cost of transportation :

Cost per passenger per mile, and cost per ton of freight per mile : No record kept.

What express companies run on your road, and on what terms? Union express company, at \$50 per day ; United States, from Union to Titusville, at one and a half first class rates.

What transportation companies run on your road. Free to all.

ACCIDENTS.

	Killed.	Injured.
Employees.....	2	3
Others.....	5	6
Total	7	9

January 2. M. B. Thompson, carpenter, while at work repairing a car at Oil City shops, was crushed between two cars receiving fatal injuries.

January 28. Henry Hinkley, while pushing a car on side track at Miller Farm, was fatally injured by being struck by train backing in.

January 29. P. Garvey, track laborer, was struck by a train at Shaffer Farm, receiving a severe cut on back of the head.

March 13. John Hart, brakeman, while making a coupling at Petroleum Centre, slipped and fell, and received severe injuries about the knee and leg by car passing over him.

March 28. Mrs. Daniel Sullivan, walking on the track about 3 miles south of Corry, was struck by a train and instantly killed.

March 28. Mrs. Ring, walking on track about 3 miles south of Corry, was struck by a train and received severe injuries.

April 14. A man named M'Mahan was laying on the track in Oil City yard intoxicated, switching engine run over him, breaking shoulder blade.

May 9. A. J. Ford, walking on the track in Corry yard, was struck by a train, sustaining severe injuries on side and back of head.

May 13. James Tyrell, fireman, was instantly killed, near Stewart's Run, by engine being thrown from the track by a cow, and oil lading of cars attached catching fire burning up engine and cars.

June 2. Thomas Wood walking on the track in Oil City yard was struck by a switching train and instantly killed.

June 9. H. Warner, in attempting to jump from a train in Oil City yard fell and cars passing over his leg fractured it badly rendering amputation necessary.

June 11. Wm. Keating, brakeman, fell from top of car in train while in motion, near Union, breaking both legs.

July 2. F. M. Blodget, walking on the track intoxicated near Miller Farm, was struck by a train and instantly killed.

July 3. James Early and Peter Senn were driving across the track at Hydestown, in front of an approaching train, engine struck wagon throwing them out and both were slightly injured.

December 8. E. Harkness, walking on the track at Rynd Farm, was run over by a train and instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Scott.....	Pittsburg.
Wm. M. Lyon.....	Pittsburg.
Wm. K. Nimick.....	Pittsburg.
Jos. S. Morrison.....	Pittsburg.
Wm. S. Lane.....	Philadelphia.
Levi N. Wagner.....	Philadelphia.
John N. Schriver.....	Philadelphia.
John Scott, President.....	Pittsburg.
Thomas R. Robinson, Secretary.....	Corry.
Thomas R. Robinson, Treasurer.....	Corry.

PARKER AND KARNS CITY.

STATE OF PENNSYLVANIA, }
Armstrong County, } ss:

Personally appeared S. D. Karns, president, and W. C. Mobley, treasurer, of the Parker and Karns City railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

S. D. KARNS, *President.*

W. C. MOBLEY, *Treasurer.*

Sworn and subscribed before me, }
 this 13th day of February, 1875. }

WALLACE MARTIN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$150,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	47,356 22
Total amount now paid in of capital stock.....	75,000 00
Funded debt, as per last report.....	8,000 00
The amount now of funded debt, (classified and date of maturity,) as follows: 1st mortgage bonds, (date of maturity, October 1, 1877,).....	
	63,000 00
Floating debt as per last report	92,405 00
The amount now of floating debt.....	88,962 12
Total amount now of floating and funded debt.....	151,962 12
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. gold, and date and rate per cent. per annum of dividend or dividends.	None.
Number of shares of stock issued.....	3,000
Par value of each share.....	\$50 00
Average market value during the year.....	22 00
Amount paid in on each share.....	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$116,161 67	\$203,868 07
Equipment	31,599 55	69,267 26
Total cost.....	<u>147,761 22</u>	<u>273,135 33</u>

CHARACTERISTICS OF ROAD

Length of main line of road, from Parker Junction to Karns City	10½ miles.
Length of main line of road laid.....	10½ "
Length of main line of road laid in Pennsylvania.....	10½ "
Length of double track of road.....	None.
Length of sidings	1 mile, 130 ft.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	30 pounds
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines.....	4
Number of first class passenger ears, (average cost of each, \$3,300,).....	3
Number of second class passenger ears, (average cost of each, \$1,250,).....	2
Number of baggage and express ears, (average cost of each, \$1,425,).....	2
Number of freight ears: House ears, (average cost of each, \$526,) 10; trucks, (average cost of each, \$430,) 34; total.....	44
Number of coal, ore, stone and caboose ears, number of iron and stone bridges, number of tunnels, and length in miles laid with steel rail.....	None.
Number of wooden bridges, (total length in feet, 2,700,)..	23
Number of culverts, (total length in feet, 70,).....	7
Number of railroads crossed.....	1
Number of stations on main road: Passenger and freight,	9
Number of wood and water stations on main road.....	3
Value of real estate held by the company exclusive of road-way: Station houses included in cost of road.	
How is track laid, and on what foundation? On oak and hemlock ties, stone ballast	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	41,000
Number of miles run by freight trains	41,000
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road..	98,000
Number of passengers (all classes) carried in ears.....	138,000

Number of tons of 2,000 lbs. of through freight for the year on main road.....	23,000
Number of passengers carried one mile.....	1,020,000
Number of tons of freight carried one mile.....	230,000
Number of passengers carried one mile in the State of Penn- sylvania.....	1,020,000
Number of tons of freight carried one mile in the State of Pennsylvania.....	230,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	23,000
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	10
Average rate of speed adopted by express trains, including stops.....	10
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	16½ tons.
Weight of freight engines.....	18 “

Monthly statement of passengers (all classes) carried in cars :

Average per month.....	11,500
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The amount of freight, specifying the quantity in tons :

No specifying record kept.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile.....	14 cents.
For through coal, per ton per mile.....	6½ “
For local freight, per ton per mile.....	20 “
For local coal, per ton per mile.....	10 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$6,231 84*		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,173 81*		
Repairs of passenger and baggage cars.....	719 02	\$719 02	
Repairs of freight cars.....	764 78		\$764 78
Repairs of tools and machinery in shops.....	110 16	55 08	55 08
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,013 70	1,506 85	1,506 85
Total.....	5,781 47	2,867 85	2,913 62
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$770 55		
Agents and clerks.....	8,460 16		
Labor—loading and unloading freight.....	8,119 88		
Porters, watchmen and switch tenders.....	1,109 62		
Car cleaning and inspecting, furniture and fixtures.....	2,017 19		
Conductors, baggage masters and brakemen.....	6,885 59		
Engineers and firemen.....	4,509 02		
Fuel and cost of preparing for use.....	2,401 49		
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	797 81		
Loss and damage of goods and baggage.....	244 60		
General superintendence.....	2,535 00		
Contingencies.....	101 19		
Total.....	37,952 10	\$18,976 05	\$18,976 05

* Passenger and freight transportation. One half to each; run together.

Receipts on construction and equipment account during the year :

From stockholders	\$27,643 78
From sale of bonds.....	55,000 00
From other sources.....	42,730 33
Total	<u>125,374 11</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1874	\$1,580 02	\$433 89	.....	.....	\$2,013 91
February, 1874.....	3,502 98	2,104 92	.....	.....	5,607 90
March, 1874	6,676 83	6,663 12	\$342 46	.....	13,682 41
April, 1874.....	8,585 13	7,729 80	496 36	.....	16,811 29
May, 1874.....	8,522 44	5,220 00	498 94	.....	14,241 38
June, 1874.....	7,802 15	4,560 78	453 69	\$28 00	12,844 62
July, 1874.....	8,031 00	3,953 00	437 37	54 00	12,475 37
August, 1874.....	8,099 82	3,872 70	320 97	52 00	12,345 49
September, 1874.....	6,933 31	3,633 17	329 50	52 00	10,947 98
October, 1874.....	6,560 28	3,652 80	314 23	1,393 67	11,920 98
November, 1874.....	5,303 79	2,601 90	230 70	50 00	8,186 39
December, 1874.....	5,508 33	2,363 21	206 86	27 00	8,105 40
Total.....	77,106 08	46,789 29	3,631 08	1,656 67	<u>129,183 12</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$125,374 11
For maintaining the road, &c.—repairs of machinery and operating the road.....	49,968 41
For dividends, surplus funds, municipal and State taxes,	Nothing
For interest.....	11,029 68
For miscellaneous.....	11,492 14
Total	<u>197,864 34</u>

Total amount of surplus fund : Applied to debt. .

Cost of transportation ;

Cost per passenger per mile and per ton freight per mile, proximate average : No record ; trains mixed.

What express companies run on your road, and on what terms? Union express, paying 30 cents per 100 pounds on all goods carried.

What transportation companies run on your road. None.

Average gross earnings for the year, per mile.....	\$12,303 15
Average operating expenses, per mile	4,735 14

Average net profit per mile	<u>7,568 01</u>
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Average percentage of earnings to operate	<u>38.5</u>
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ACCIDENTS.

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. D. Karns	Parker, Pa.
F. Parker.....	Parker, Pa.
H. R. Fullerton.....	Parker, Pa.
W. C. Mobley.....	Parker, Pa.
R. L. Brown	Parker, Pa.
W. J. Parker.....	Parker, Pa.
W. E. Karns	Parker, Pa.
S. D. Karns, President.....	Parker, Pa.
W. C. Mobley, Secretary and Treasurer.....	Parker, Pa.

PEACH BOTTOM.

STATE OF PENNSYLVANIA, } ss:
York County, }

Personally appeared S. G. Boyd, president, and Wm. Wallace, assistant treasurer, of the Peach Bottom railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

S. G. BOYD, *President.*

WM. WALLACE, *Assistant Treasurer.*

Sworn and subscribed before me, this }
2d day of February, 1875. }

GEO. A. HECKERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,600,000 00
Amount of stock subscribed.....	271,600 00
Amount paid in as by last report.....	138,764 16
Total amount now paid in of capital stock.....	200,875 34
Floating debt as by last report.....	84,614 00
The amount now of floating debt.....	224,678 16
Number of shares of stock issued, including a small amount for right of way.....	3,383
Par value of each share	\$50 00
Average market value during the year: Have heard of no sales.	
Amount paid in on each share, (some paying up all, others in arrears,) equivalent to.....	45 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction. .	\$215,228 16	\$461,394 10

CHARACTERISTICS OF ROAD.

Proposed length of main line of road from York, Pa., to Oxford, Pa.	60 miles.
Total length of main line of road laid.	37 "
Length of main line of road laid in Pennsylvania.	37 "
Proposed gauge of road.	3 feet.
Proposed weight of rail per yard.	30 pounds.
Number of miles of road graded and not laid.	15½ miles.

REMARKS

The Peach Bottom railway is perhaps the longest completed line of narrow gauge railway in the Middle States. It is being built solely by local contributions, and is costing, when completed, including rolling stock, about \$11,000 per mile in cash.

It is doing all kinds of work that a road of standard gauge can do, doing it equally well and at less cost of operating, owing to a very great reduction in dead weight. The friends of the road hope, in course of time, to be able to extend it westward through the southern tier of counties of this State.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
T. K. Loucks.	York, Pa.
Michael Schall.	York, Pa.
William Wallace.	York, Pa.
A. C. Manifold.	Hopewell, Centre Pa.
C. R. M'Conkey.	Slate Hill, Pa.
John Humphrey.	West Bangor, Pa.
Samuel Dickey.	Oxford, Pa.
S. M'Cullough.	Oxford, Pa.
J. A. Alexander.	Oxford, Pa.
Robert Patterson.	Oxford, Pa.
Penrose Ambler.	Chestnut Level, Pa.
S. B. Russell.	Oxford, Pa.
S. G. Boyd, President.	York, Pa.
William Wallace, Secretary.	York, Pa.
A. C. Manifold, Treasurer.	Hopewell Centre, Pa.

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Thomas A. Scott, president, and B. Butler, treasurer, of the Pennsylvania railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*

B. BUTLER, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of February, 1875. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$151,700,000 00
Amount of stock subscribed.....	68,719,400 00
Amount paid in as by last report.....	68,144,475 00
Total amount now paid in of capital stock.....	68,719,400 00
Funded debt as per last report.....	37,639,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1880,)	\$4,970,000 00
2d mortgage bonds, (date of maturity, 1875,).....	4,835,840 00
General mortgage bonds, (date of maturity, 1910,).....	19,934,760 00
Consolidated mortgage bonds, (date of maturity, 1905,).....	14,550,000 00
	<hr/>
	44,290,600 00
Due the State for purchase of main line, bearing 5 per cent. interest.....	5,201,675 41
Floating debt as per last report.....	4,611,797 24
The amount now of floating debt.....	4,140,000 00
Total amount now of floating and funded debt.....	48,430,600 00
Rate per cent. per annum of interest on funded debt, all,	6 per cent.
Date and rate per cent. per annum of dividend or dividends : Cash, May 1, 1874, 5 per cent.; November 1, 1874, 5 per cent.	

Number of shares of stock issued	1,374,388
Par value of each share	\$50 00
Average market value during the year, say	52 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: May, \$68,125,525 00; November, \$68,702,437 50.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, equipment, real estate, telegraph line, Philadelphia and Co- lumbia railroad and Delaware Exten- sion.....	\$48,279,666 09	\$50,706,802 02

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pitts- burg.....	354.9 miles.
Length of main line of road laid	354.9 "
Length of main line of road laid in Pennsylvania.....	354.9 "
Length of double track of road	353.8 "
Length of sidings, and third and fourth tracks.....	252.5 "
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track.....	67 pounds.
Branch roads owned by the company and their length, viz: Hollidaysburg Branch, $7\frac{6}{10}$ miles; Morrison's Cove, $19\frac{8}{10}$ miles; Williamsburg, 14 miles; Indiana, 19 miles; Dela- ware Extension, $5\frac{3}{10}$ miles; Steubenville Extension, $1\frac{2}{10}$ miles; Tyrone Branch, $3\frac{1}{10}$ miles; York Branch, 13 miles.	
Roads worked or leased by the company, viz: East Brandy- wine and Waynesburg, 17 miles; Harrisburg and Lan- caster, 54 miles; Mifflin and Centre County, $12\frac{9}{10}$ miles; Tyrone and Clearfield railway, $40\frac{6}{10}$ miles; Bald Eagle Valley, $51\frac{2}{10}$ miles; Newry Branch, $1\frac{1}{10}$ miles; Ebens- burg and Cresson, 11 miles; West Pennsylvania, $84\frac{7}{10}$ miles; South-West Pennsylvania, 24 miles; Philadelphia and Erie, $287\frac{6}{10}$ miles; Bedford and Bridgeport, 50 miles; Danville, Hazleton and Wilkesbarre, 45 miles; Lewis- burg, Centre and Spruce Creek, $18\frac{6}{10}$ miles; Connecting railway, $6\frac{8}{10}$ miles; Philadelphia and Trenton, $26\frac{6}{10}$ miles; Frankford and Holmesburg, $4\frac{2}{10}$ miles.	

Number of engine houses and shops.....	20
Number of engines.....	647
Number of first class passenger cars, (average cost of each, \$5,200,).....	225
Number of second class passenger cars, (average cost of each, \$3,000,).....	63
Number of baggage, mail and express cars, (average cost of each, \$2,100,).....	22
Number of freight cars: House cars, (average cost of each, \$650,) 4,885; trucks, gondolas, (average cost of each, \$600,) 5,331; total.....	10,216
Number of coal cars, 4 wheel, (average cost of each, \$300,) 1,003; 8 wheel, (average cost of each, \$600,) 1,365; total.....	2,368
Number of caboose cars, (average cost of each, \$650,)...	270
Number of iron bridges, (total length in feet, 14,687,)....	154
Number of wooden bridges, (total length in feet, 5,853,)..	35
Number of stone bridges of 24 foot span and upwards....	17
Number of culverts: No record; information not worth cost of measurement.	
Number of railroads crossed.....	6
Number of stations on main road: Passenger, 156; freight, 88; total.....	244
Number of wood and water stations on main road.....	80
Value of real estate held by the company exclusive of road way: Included in construction account.	
Number of tunnels, (length of each in feet, 200, 900, 1,200, 3,612, 825, 300, 450, 450,).....	8
How is track laid and on what foundation? Oak cross-ties and broken stone ballast.	
Length in miles laid with steel rail.....	798

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	2,928,003
Number of miles run by freight and coal trains.....	11,267,799
Number of through passengers for the year on main road..	197,957 ²
Number of passengers (all classes) carried in cars.....	6,088,103 ²
Number of tons of 2,000 pounds of through freight for the year on main road.....	1,366,971
Number of passengers carried one mile.....	174,959,639
Number of tons of freight carried one mile.....	1,372,566,976

Number of passengers carried one mile in the State of Pennsylvania	174,959,639
Number of tons of freight carried one mile in the State of Pennsylvania	1,372,566,976
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	8,626,946
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engine.....	74,300 pounds.
Weight of freight engines.....	77,500 “

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	427,514	July, 1874	593,107.2
February, 1874	402,881.2	August, 1874.....	608,440
March, 1874.....	489,211	September, 1874.....	537,234
April, 1874	498,707.2	October, 1874	526,565.2
May, 1874.....	529,710.2	November, 1874.....	451,880.2
June, 1874.....	543,640	December, 1874.....	479,211.2

The amount of freight specifying the quantity in tons :

Anthracite coal.....	906,266	Agricultural products.....	1,229,615
Bituminous coal.....	3,303,071	Merchandise and manufactures,	584,215
Petroleum and other oils	516,072	Live stock.....	424,991
Pig iron.....	206,307	Lumber.....	455,978
Railroad iron	67,296	Other articles.....	35,590
Other iron or castings.....	252,158		
Iron and other ores.....	340,707	Total.....	8,626,946
Stone and lime.....	304,680		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2½ cents.
For first class way passengers.....	3 “
For emigrant through passengers.....	$\frac{9}{10}$ “
For emigrant way passengers.....	$1\frac{6}{10}$ “

The rate per ton (of 2,000 pounds) per mile, charged for freight :

For through freight and coal and local freight and coal....	$1\frac{2551}{10000}$ cents.
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EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Repairs or maintenance of way, including buildings.....	\$3,166,953 73	\$808,095 79	\$2,358,857 94
Taxes on real estate.....	138,621 01	23,823 96	114,797 05
Total.....	3,305,574 74	831,919 75	2,473,654 99
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$782,754 82	\$109,056 57	\$673,698 25
Repairs of passenger and baggage cars.....	438,971 17	438,971 17	.....
Repairs of freight cars.....	694,961 83	.....	694,961 83
Repairs of tools and machinery in shops.....	65,090 62	15,771 67	47,317 95
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	488,687 70	122,045 71	366,641 99
Total.....	2,468,466 14	685,846 12	1,782,620 02
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$378,404 91	\$132,121 15	\$246,283 76
Agents and clerks.....	685,973 82	218,458 59	467,515 23
Labor—loading and unloading freight.....	219,737 13	.....	219,737 13
Porters, watchmen and switch tenders.....	75,705 36	26,823 44	48,881 92
Car cleaning and inspecting, furniture and fixtures.....	229,772 90	113,819 18	115,953 72
Wood and water station attendance.....	90,760 54	22,653 94	68,106 60
Conductors, baggage masters and brakemen.....	1,336,307 02	229,826 88	1,106,480 14
Engineers and firemen.....	846,198 63	149,467 51	696,731 12
Fuel, and cost of preparing for use.....	982,310 94	150,772 05	831,538 89
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	212,343 44	52,148 05	160,195 39
Telegraph, mail and station expenses.....	861,188 58	67,613 26	793,575 32
Loss and damage of goods and baggage.....	182,271 18	38,951 83	143,319 35
Tolls over other roads.....	702,211 05	152,670 86	549,540 19
Use of freight and passenger cars.....	332,622 57	27,033 23	305,589 34
Shoveling snow.....	15,612 21	3,895 27	11,716 94
Damage for injury of persons.....	7,010 21	7,010 21	.....
General superintendence.....	164,238 53	42,984 30	121,254 23

EXPENSES—CONTINUED.

MAINTAINING THE ROAD—Continued.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Contingencies.....	128,917 53	28,403 06	100,514 47
Total ..	7,451,586 55	1,457,652 81	5,993,933 74
State, tonnage and revenue tax.....	19,819 64	15 75	19,803 89
Grand total.....	13,245,447 07	2,975,434 43	10,270,012 64

Receipts on construction and equipment account during the year and expended on Pennsylvania railroad company, on branches and lateral roads:

From stockholders.....	\$574,925 00
From sale of bonds.....	6,651,000 00
Total.....	<u>7,225,925 00</u>

RECEIPTS.

Passengers	\$4,258,887 68
Freight	17,227,504 69
Mail and express.....	567,154 96
Miscellaneous.....	588,824 02
Total.....	<u>22,642,371 35</u>

SUMMARY OF PAYMENTS.

For construction and equipment (Pennsylvania railroad proper,).....	\$2,427,135 93
For maintaining the road, &c.—repairs of machinery and operating the road.....	13,225,627 43
For dividends: Cash, \$6,514,795 00; scrip redeemed, \$361,173 05.....	6,875,968 05
For interest on bonds	2,463,743 09
For miscellaneous, (payments to State account, main line,)	460,000 00
For State taxes upon capital and coupons	320,348 55
For State taxes, tonnage and revenue.....	19,819 64
For United States taxes, for 2 months of 1871.....	16,412 43
Total.....	<u>25,809,055 12</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	1 $\frac{701}{1000}$
Cost per ton freight per mile, proximate average.....	$\frac{748}{1000}$

What express companies run on your road, and on what terms. Adams, at a minimum rate per day, varying according to the carrying facilities furnished.

What transportation companies run on your road, and on what terms? National line and Empire line, conditions are arranged from time to time as required to meet competition with other lines.

ACCIDENTS

	Killed.	Injured.
Passengers.....	1	18
Employees.....	35	178
Others.....	93	97
	<hr/>	<hr/>
Total	129	292
	<hr/>	<hr/>

The passenger killed was found dead upon the track, supposed to have fallen off the train. Of the 18 injured, 5 were hurt in consequence of getting off train whilst in motion ; 1 fell from platform where he was standing ; 1 was forced to jump off platform by drunken roughs ; 1 was leaning out of the window when he came in contact with rod of switch signal ; 1 stepped between platforms and fell, and 9 were very slightly injured by concussion of two portions of train, engine backing too abruptly ; of these latter, 2 bumped their heads against back of seat, and 6 had their faces slightly scratched, and 1 had hand and leg slightly bruised.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	233 South Fourth street, Philadelphia
Josiah Bacon.....	309 Market street, Philadelphia.
Wistar Morris.....	209 South Third street, Philadelphia.
John M. Kennedy.....	1423 Arch street, Philadelphia.
John Scott.....	Pittsburg, P. O. box 268.
Alex. J. Derbyshire.....	109 North Water street, Philadelphia.
N. Parker Shortridge.....	224 Chestnut street, Philadelphia.
Henry M. Philips.....	126 South Sixth street, Philadelphia.
Samuel M. Felton.....	216 South Fourth street, Philadelphia.
Alexander Biddle.....	712 Walnut street, Philadelphia.
William Anspach.....	226 Walnut street, Philadelphia.
G. Morrison Coates.....	822 Chestnut street, Philadelphia.
Alexander M. Fox.....	2453 Frankford Avenue, Philadelphia.
George B. Roberts.....	233 South Fourth street, Philadelphia.
Edmund Smith.....	233 South Fourth street, Philadelphia.
A. J. Cassatt.....	233 South Fourth street, Philadelphia.
Thomas A. Scott, President.....	Philadelphia.
Joseph Lesley, Secretary.....	Philadelphia.
Bayard Butler, Treasurer.....	Philadelphia.

PENNSYLVANIA COAL COMPANY.

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared John Ewen, Esq., president, and George A. Hoyt, treasurer, of the Pennsylvania coal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

JOHN EWEN, *President.*

GEORGE A. HOYT, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of January, 1875. }

E. H. MEAD,

Com. for the State of Penn'a.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,850,329 00
Amount of stock subscribed.....	5,000,000 00
Amount paid in as by last report.....	4,000,000 00
Total amount now paid in of capital stock.....	5,000,000 00
Funded debt as per last report.....	487,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1881,).....	484,500 00
Floating debt as per last report.....	565,000 00
The amount now of floating debt.....	625,000 00
Total amount now of floating and funded debt.....	1,109,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	
Cash, February 1, 5 per cent. ; February 14, 25 per cent.,	
May 1, 5 per cent. ; August 1, 5 per cent., and November 1, 5 per cent.	
Number of shares of stock issued.....	100,000
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared, \$4,000,000 prior to August 1, \$5,000,000 after July 31.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>

Construction and equipment: These have never been kept separate, the account was closed in 1860.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hawley, Pennsylvania, to Port Griffith, Pennsylvania.....	47 miles.
Length of main line of road laid.....	100 "
Length of main line of road laid in Pennsylvania.....	47 "
Length of double track of road.....	47 "
Length of sidings.....	10 "
Gauge of road	4 ft. 3 inches.
Weight of rail per yard on main track.....	36 pounds.
Branch roads owned by the company and their length, viz :	
Branch from Hawley to Lackawaxen, $15\frac{87}{100}$ miles, leased and owned by the Erie railroad company.	
Roads worked or leased by the company, viz : None leased by the company; the company's road from Hawley to Port Griffith, Pa., is a gravity road, worked by station- ary engines, for transportation of coal mined by the company; no locomotive power used.	
Number of engines and shops : 23 stationary engine houses, 1 machine shop, 3 car shops.	
Number of engines : None but stationary engines.	
Number of passenger cars, (average cost of each, \$650,)	8
Number of second class passenger, baggage, mail and ex- press cars.	None.
Number of freight cars: House cars, (average cost of each, \$350,) 10; flat and box cars, (average cost of each, \$300,) 50; total.....	60
Number of coal, ore and stone cars: Ore and stone, none; coal, (average cost of each, \$230,).....	2,500
Number of caboose cars, number of iron and stone bridges, and number of wood and water stations on main road ..	None
Number of wooden bridges, (total length in feet, 496,)....	5
Number of culverts, (total length in feet, 1,095,).....	8
Number of railroads crossed.....	2
Number of stations on main road: Passenger and freight,	6
Value of real estate held by the company exclusive of road- way : Estimated	\$1,607,100 00

Number of tunnels, (length, 800 feet,).....	1
How is track laid, and on what foundation? 60 miles cross ties and T rail, balance strap rail and sleepers on the ground.	
Length in miles laid with steel rail.....	2

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger cars.....	19,800
Number of miles run by freight and coal trains.....	20,000
Number of through passengers for the year on main road. and number of passengers (all classes) carried in cars...	4,691
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,280,740
Number of passengers and tons of freight carried one mile, and number of passengers and tons of freight carried one mile in the State of Pennsylvania: Accounts do not show.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,482,095
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first-class passenger and freight engines: Sta- tionary engines.	

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	337	July, 1874.....	506
February, 1874.....	237	August, 1874.....	787
March, 1874.....	294	September, 1874.....	826
April, 1874.....	300	October, 1874.....	568
May, 1874.....	296	November, 1874.....	225
June, 1874.....	278	December, 1874.....	237

The amount of freight, specifying the quantity in tons:

Anthracite coal	1,473,430
Merchandise and manufactures.....	2,564
Lumber	6,101
Total	1,482,095

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers	3 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, merchandise, per ton per mile.....	7 $\frac{3}{4}$ cents.
For through coal : None but company's coal carried.	
For lumber per ton per mile	4 $\frac{1}{2}$ "
For local freight and coal : Same as above.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, and taxes on real estate.....	\$149,500 00
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Repairs of machinery :

Repairs of engines, repairs of passenger and freight cars, repairs of tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops : Estimated.....	\$244,700 00
---	--------------

Operating the road :

Office expenses, stationery, &c., agents and clerks, labor—loading and unloading freight, porters, watchmen, switch tenders and brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars, shoveling snow, general superintendence, and contingencies, (estimated,)	\$132,000 00
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Receipts on construction and equipment account during the year :

From stockholders : (For 20,000 shares stock for general purposes,).....	\$1,000,000
For sale of bonds.....	None.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
January, 1874.....	\$253 00	\$1,514 33	\$1,767 33
February, 1874.....	178 00	855 04	1,033 04
March, 1874.....	221 00	3,092 68	3,313 68
April, 1874.....	225 00	1,041 54	1,261 54
May, 1874.....	222 00	1,502 35	1,724 35
June, 1874.....	208 00	2,181 67	2,389 67
July, 1874.....	304 00	2,474 86	2,778 86
August, 1874.....	590 00	1,149 37	1,739 37
September, 1874.....	619 40	1,303 15	1,922 55
October, 1874.....	351 00	1,569 49	1,920 49
November, 1874.....	169 00	1,691 21	1,860 21
December, 1874.....	178,00	1,840 11	2,018,11
Total.....	3,518 40	20,215 80	23,734 20

SUMMARY OF PAYMENTS.

For construction and equipment. No addition to this account in 1874.

For maintaining the road, &c.—repairs of machinery and operating the road, (estimated,).....	\$526,200 00
For dividends.....	1,900,000 00
For interest on bonds, due August 1, 1881.....	34,020 00
For miscellaneous	None.
For surplus fund, (\$1,000,000 00 included above under dividends.)	
For municipal taxes.....	30,483 50
For State taxes, in course of adjustment, amount not ascertained, estimated.....	112,511 62

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 cents.
Cost per ton freight per mile, proximate average, (merchandise,).....	3 “
Cost per ton coal per mile, proximate average.....	1 “

What express and transportation companies run on your road. None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	1
Others	2	1
	—	—
Total.....	2	2

1874.

January 2. Gilbert Spangerburg, brakeman ; slightly injured, was thrown from a car over a precipice at Greenville.

January 9. Michal Clifford, killed by coal cars at Pleasant Valley.

September 29. Henry Brink, brakeman ; severely injured in attempting to jump upon passenger car at foot of No. 21 plane.

April 29. Jacob Prack, killed while walking on track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen.....	New York.
Isaac L. Platt	New York.
Jonathan Thorne.....	New York.
Wm. R. Griffith.....	New York.
Charles Morgan	New York.
John Q. Jones.....	New York.
Geo. A. Hoyt.....	New York.
E. Judson Hawley.....	New York.
Geo. L. Brown.....	New York.
John Ewen, President	New York.
Edw. H. Mead, Secretary.....	New York.
Geo. A. Hoyt, Treasurer.....	New York.
John B. Smith, Superintendent.....	Dunmore, Pa.

PENNSYLVANIA AND DELAWARE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Alfred C. Harmer, president, and Walter B. Mitchell, treasurer, of the Pennsylvania and Delaware railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 1, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. C. HARMER, *President.*

WALTER B. MITCHELL, *Treasurer.*

Sworn and subscribed before me, this }
30th day of January, 1875. }

CHAS. E. HENRY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (18,000 shares,).....	\$900,000 00
Amount of stock subscribed, (18,000 shares,).....	900,000 00
Amount paid in as by last report, (18,000 shares,).....	900,000 00
Total amount now paid in of capital stock, (18,000 shares,).....	900,000 00
Funded debt as per last report.....	1,602,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1903,).....	\$1,083,000 00
2d mortgage bonds, (date of maturity, July 1, 1903,).....	519,000 00
	<hr/> 1,602,000 00

Floating debt as per last report.....	\$71,346 21
The amount now of floating debt.....	21,093 99
Total amount now of floating and funded debt.....	1,623,093 99
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	14,865
Par value of each share.....	\$50 00
Average market value during the year: No market value.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,502,000 00	\$2,502,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pomeroy, Chester county, Pa., to Delaware City, Delaware.....	41½ miles.
Length of main line of road laid.....	41½ "
Length of main line of road laid in Pennsylvania.....	22½ "
Length of double track of road, branch roads owned and roads worked or leased by the company, number of iron and stone bridges, number of tunnels, and length in miles laid with steel rail.....	None.
Length of sidings.....	6,232 feet.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	1
Number of wooden bridges, (total length in feet, 2,040,)..	19
Number of culverts.....	No record.
Number of railroads crossed.....	3
Number of stations on main road: Passenger, 22; freight, 18; total.....	40
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road-way, about.....	\$2,000 00
How is track laid, and on what foundation? With fish-joints, on hard wood cross-ties with earth and stone foundation.	

REMARKS.

This road is leased by the Pennsylvania railroad company, and the returns of that company will include all the operations of this road. Date of lease, June 30, 1873.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Alfred C. Harmer.....	Philadelphia, Pa.
Charles Weiler.....	Laudenberg, Chester co., Pa.
Wm. Reybold.....	Delaware City, Delaware.
F. P. Nicholson.....	Philadelphia, Pa.
George S. Jones.....	Philadelphia, Pa.
Joshua B. Broomall.....	Coatesville, Chester co., Pa.
George W. Smith.....	Philadelphia, Pa.
S. Minot Curtis.....	Newark, Delaware.
Wm. D. Clark.....	Delaware City, Delaware.
Alfred C. Harmer, President.....	Philadelphia, Pa.
Walter B. Mitchell, Sec. and Treas.....	Philadelphia, Pa.

PENNSYLVANIA INLAND.

STATE OF PENNSYLVANIA, } ss :
Wayne County,

Personally appeared C. P. Waller, president of the Pennsylvania Inland railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

C. P. WALLER, *President.*

Sworn and subscribed before me, this }
 31st day of December, 1874. }

JAMES B. ELDRED, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	27,000 00
Amount paid in as by last report.....	3,510 00
Total amount now paid in of capital stock.....	3,510 00
Floating debt as per last report	None.
The amount now of floating debt.....	None.
Number of shares of stock subscribed, none issued.	270
Par value of each share.....	\$100 00
Average market value during the year.....	None sold.
Amount paid in on each share, (13 per cent.,).....	\$13 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction.....	\$3,500 00	\$3,500 00

PENNSYLVANIA INLAND

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Delaware river, near Hancock, to Carbondale	35 miles.
Length of main line of road laid : None laid ; surveyed and located for the whole route.	
Proposed gauge of road	4 $\frac{8}{12}$ feet.
Proposed weight of rail per yard	56 pounds.

REMARKS.

Owing to the financial condition of the country, nothing has been done by the Pennsylvania Inland railroad company during the past year. I therefore respectfully refer you to our last report. We contemplate resuming work in the spring.

Yours truly,

C. P. WALLER, *President.*

To Hon. HARRISON ALLEN, *Auditor General.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. Martin	Hancock, N. Y.
J. H. Beach	Milanville, Pa.
F. M. Wheeler	Philadelphia.
H. K. Nichols	Pleasant Mount, Pa.
D. E. Culver	Jersey City, N. J.
George F. Bentley	Honesdale, Pa.
C. P. Waller	Honesdale, Pa.
C. P. Waller, President	Honesdale, Pa.
George F. Bentley, Secretary	Honesdale, Pa.
F. M. Wheeler, Treasurer	Philadelphia.

PENNSYLVANIA AND NEW YORK CANAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Robert H. Sayre, president, and Chas. Hartshorne, treasurer, of the Pennsylvania and New York canal and railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

ROBERT H. SAYRE, *President.*

CHAS. HARTSHORNE, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1875. }

W. C. ALDERSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed : Preferred, \$3,500,000 ; com- mon, \$1,061,700.....	\$4,561,700 00
Amount paid in as by last report : Preferred, \$3,000,000 ; common, \$1,061,700.....	4,061,700 00
Total amount now paid in of capital stock.....	4,561,700 00
Funded debt as per last report.....	3,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 1, 1896,).....	\$1,500,000 00
1st mortgage bonds, (date of maturity, June 1, 1906,).....	1,500,000 00
	<hr/> 3,000,000 00
Floating debt as per last report.....	74,017 48
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	3,000,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends, cash	10 per cent.
Number of shares of stock issued : Preferred, 35,000 ; com- mon, 21,234.	

Par value of each share : Preferred, \$100 ; common, \$50.	
Average market value during the year.....	No record.
Amount paid in on each share : Preferred, \$100 ; common, \$50.	
Amount of capital on which the respective dividends were declared.....	<u>\$2,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$5,351,750 07	\$5,515,821 19
Equipment	791,077 04	986,912 75
Total cost.....	<u>6,142,827 11</u>	<u>6,502,733 94</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Wilkesbarre, Pa., to Erie railway junction.....	104 ⁵⁵ / ₁₀₀ miles.
Length of main line of road laid.....	104 ⁵⁵ / ₁₀₀ “
Length of main line of road laid in Pennsylvania.....	104 ⁵⁵ / ₁₀₀ “
Length of double track of road.....	20 ⁵¹ / ₁₀₀ “
Length of sidings.....	36 ²³ / ₁₀₀ “
Gauge of road	4 feet 8 ¹ / ₂ in.
Weight of rail per yard on main track	58 and 60 lbs.
Branch roads owned by the company and their length, viz :	
Southern Central Branch, 2 ³⁰ / ₁₀₀ miles ; Geneva, Ithaca and Athens Branch, 2 ⁶⁶ / ₁₀₀ ; Barclay connection, 2 ⁶⁸ / ₁₀₀ ; Pleasant Valley Branch, 6 ¹⁸ / ₁₀₀ ; Plainsville Branch, ⁵⁰ / ₁₀₀ ; Mill Creek Branch, 2 ⁶¹ / ₁₀₀ ; Mineral Springs Branch, 1 ⁶ / ₁₀₀ ; West Pittston Branch, ⁹¹ / ₁₀₀ ; connection with Erie railway and other sidings, 5 ⁴ / ₁₀₀ .	
Roads worked or leased by the company, viz : Sullivan and Erie railroad.	
Number of engine houses and shops : 11 engine houses, 2 shops.	
Number of engines.....	39
Number of first class passenger cars, (average cost of each, \$4,000,).....	2
Number of second class passenger, baggage, mail and express cars	None.
Number of freight cars : Flat cars, (average cost of each, \$600,) 257 ; house cars, (average cost of each, \$750,) 231 ; stock cars, (average cost of each, \$650,) 70 ; total,	
	558

Number of coal and gravel cars : Coal cars, (average cost of each, \$250,) 800 ; gravel cars, (average cost of each, \$250,) 31 ; total.....	831
Number of caboose cars, (average cost of each, \$500,)....	20
Number of iron bridges, (total length in feet, 1,286,).....	16
Number of wooden bridges, (total length in feet, 4,570½,).....	35
Number of stone bridges.....	None.
Number of culverts, (6 feet arch,).....	1
Number of railroads crossed.....	1
Number of stations on main road : Passenger, 26 ; freight, 3 ; total.....	29
Number of wood and water stations on main road.....	22
Value of real estate held by the company exclusive of roadway : None owned except what is necessary for railroad purposes.	
Number of tunnels, and length in miles laid with steel rail, .	None.
How is track laid, and on what foundation ? With fish-joints, oak and chestnut ties, gravel and stone ballast.....	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	312,984
Number of miles run by freight trains.....	131,460
Number of miles run by coal trains.....	398,136
Number of through passengers for the year on main road, .	No account.
Number of passengers (all classes) carried in cars.....	205,539
Number of tons of 2,000 lbs. of through freight for the year on main road.....	No account.
Number of passengers carried one mile.....	5,713,265
Number of tons of freight carried one mile.....	86,146,208 ^{5.6} / ₁₀₀
Number of passengers carried one mile in the State of Pennsylvania	5,713,265
Number of tons of freight carried one mile in the State of Pennsylvania	86,146,208 ^{5.6} / ₁₀₀
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,384,292 ^{7.2} / ₁₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	24
Average rate of speed adopted by express trains, including stops	30
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines.....	30 to 34 tons.
Weight of freight engines.....	35 to 40 “

Monthly statement of passengers (all classes) carried in cars:

December, 1873.....	15,014	July, 1874.....	22,467
January, 1874.....	14,038	August, 1874.....	21,197
February, 1874.....	12,282	September, 1874.....	20,882
March, 1874.....	15,002	October, 1874.....	19,224
April, 1874.....	16,578	November, 1874.....	17,269
May, 1874.....	15,362		
June, 1874.....	16,224	Total.....	<u>205,539</u>

The amount of freight specifying the quantity in tons:

Anthracite coal.....	799,714.10	Merchandise, manufactures and miscellaneous.....	178,976.44
Bituminous coal.....	339,043.15	Live stock.....	15,842.89
Pig iron.....	3,682.54	Lumber.....	<u>32,309.49</u>
Railroad iron.....	1,768.28		
Iron and other ores.....	4,971.17	Total.....	<u>1,384,292.72</u>
Stone and lime.....	7,412.58		
Agricultural products.....	572.08		

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	<u>3½ “</u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through and local freight, per ton per mile.....	2 $\frac{12}{100}$ cents.
For through and local coal, per ton per mile.....	<u>1 $\frac{30}{100}$ “</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$240,734 46
Taxes on real estate.....	<u>1,004 33</u>
Total.....	<u>241,738 79</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$63,872 19
Repairs of cars.....	<u>57,741 64</u>
Total.....	<u>121,613 83</u>

Operating the road:

Agents and clerks.....	\$30,890 22
Labor—loading and unloading coal and freight, and shifting,	26,877 02
Porters, watchmen and switch tenders.....	33,275 75
Railroad ties.....	46,958 38
Conductors, baggage masters and brakemen.....	71,383 96
Engineers and firemen.....	67,743 40
Fuel, and cost of preparing for use.....	<u>63,440 86</u>

Oil and waste for engines and tenders, passenger, baggage and freight cars	\$14,122 86
Telegraph, mail and station expenses.....	12,083 87
Wrecking.....	290 00
Cleaning engines, &c.....	13,648 28
Damage for injury of persons ...	723 30
General superintendence	17,020 00
Total.....	398,457 90

Allotted to passenger transportation.....	\$69,498 34
Allotted to freight and coal transportation.....	692,312 18

Receipts of construction and equipment account during the year :

From stockholders : For sale of 5,000 shares preferred stock,	\$500,000 00
From sale of bonds and other sources.....	Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight and coal.	Mail and express.	Miscellaneous.	Total.
December, 1873.....	\$11,427 66	\$81,750 09	\$1,587 05	\$1,051 35	\$95,816 15
January, 1874.....	10,668 31	93,207 67	1,012 14	1,456 59	106,344 61
February, 1874.....	9,008 14	102,549 94	978 37	1,200 65	113,737 10
March, 1874.....	10,127 56	78,221 23	958 62	1,371 64	90,679 05
April, 1874.....	11,676 73	126,321 72	959 98	1,579 53	140,537 96
May, 1874.....	11,254 65	104,702 43	1,057 75	1,739 55	118,754 38
June, 1874.....	12,432 18	107,346 91	1,120 37	1,804 24	122,703 70
July, 1874.....	17,549 26	90,374 40	1,151 35	2,395 28	111,470 29
August, 1874.....	18,048 17	110,286 62	1,131 87	1,980 24	131,446 90
September, 1874.....	18,389 30	119,653 75	1,096 98	1,597 20	140,737 23
October, 1874.....	16,246 80	144,233 56	1,048 15	1,469 56	162,908 07
November, 1874.....	12,484 78	120,455 21	1,378 18	1,221 35	135,539 52
December 1874				10,486 33	10,483 33
Total	159,313 54	1,279,103 53	13,480 81	29,353 51	1,481,251 49

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$332,029 17
For maintaining the road, &c.—repairs of machinery and operating the road.....	760,806 19
For dividends.....	150,000 00
For interest.....	210,000 00
For miscellaneous and surplus funds.....	None.
For municipal taxes.....	1,004 33
For State taxes.....	8,535 53
Total.....	1,462,375 22

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 $\frac{6}{100}$ cents.
Cost per ton freight per mile, proximate average.....	1 $\frac{1}{100}$ "

What express companies run on your road, and on what terms? Central express company, in cars furnished by railroad company.

What transportation companies run on your road. None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	11
Others	5	..
	—	—
Total	6	11
	==	==

1873.

December 4. Abram Bond, run over by passenger train near Meshoppen and killed; intoxicated.

December 30. Louis Courtright, brakeman, hand smashed coupling cars in Waverly yard.

1874.

January 11. Richard Callear, brakeman, finger mashed coupling cars at Athens.

February 12. James Madden, brakeman, hand smashed coupling cars at Towanda.

February 25. Reges Huyot, stranger, water tank in which he was sleeping, knocked down by train off track, at Towanda; killed.

April 1. De Witt Benjamin, brakeman, struck by bridge at Wyalusing; injury slight.

April 8. M. O'Doherty, brakeman, caught between coal cars at Waverly; flesh wound in arm.

April 22. John Space, boy 12 years old, attempting to jump on passing coal train at Meshoppen, received fatal injuries.

May 30. Righter Peck, brakeman, fell off train at Milan; one leg cut off by wheels passing over him.

June 12. Densmore Stark, hotel keeper, walking on track at Coxton, struck by passenger train and killed.

July 6. H. A. Jay, brakeman, flesh wound on arm, coupling cars at Tunkhannock.

August 5. Fred. Aikley, infant, playing on track, struck by passenger train; fatal injuries.

October 5. William Zeigler, brakeman, flesh wound on arm, coupling cars at Athens.

October 26. Louis Alexander, brakeman, hand pinched, coupling cars in Waverly yard.

November 11. Andrew Morrison, brakeman, fell in culvert at Uister and broke arm.

November 27. John Deener, car inspector, fatal internal injuries from cars getting off track at L. and B. Junction.

November 28. John Thompson, brakeman, bruised from falling off water tank at Robert's siding.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert H. Sayer.....	Bethlehem, Pa.
Asa Packer.....	Philadelphia, Pa.
Wm. W. Longstreth.....	Philadelphia, Pa.
Charles Hartshorne.....	Philadelphia, Pa.
John J. Taylor.....	Owego, N. Y.
G. B. Linderman.....	Bethlehem, Pa.
Elisha P. Wilbur.....	Bethlehem, Pa.
Victor E. Piollet.....	Wysox, Pa.
Robert A. Packer.....	Towanda, Pa.
Robert Lockhart.....	Bethlehem, Pa.
J. Henry Swoyer.....	Wilkesbarre, Pa.
John W. Hollenback.....	Wilkesbarre, Pa.
Wm. H. Sayre.....	Bethlehem, Pa.
Robert H. Sayre, President.....	Bethlehem, Pa.
Charles Hartshorne, Secretary and Treasurer.....	Philadelphia, Pa.
Robert A. Packer, Superintendent.....	Towanda, Pa.

PENNSYLVANIA PETROLEUM.

VICE PRESIDENT'S OFFICE,
PENNSYLVANIA PETROLEUM RAILROAD COMPANY, }
MEADVILLE, PA., *January 18, 1875.*

HON. HARRISON ALLEN,

Auditor General, Pa. :

MY DEAR SIR:—In reply to your favor, requesting a report from this company for the fiscal year ending December 31, 1874, I would respectfully state that, owing to the various complications in which this company is involved, no portion of the road has been completed and open for business. Its capital stock as authorized by law, cost of road thus far, and the names and residence of the officers and directors, are as follows, viz :

Capital stock as authorized by law.....	\$4,000,000 00
Amount subscribed.....	4,000,000 00

Amount paid in and expended for construction and supplies: About	\$760,000 00
No mortgage debt.	
Cost of road thus far: About	760,000 00
Length of main line, from Erie to Tidioute	67 miles.
Length of main line of road laid: About	5 "
Length of main line of road laid in Pennsylvania	5 "
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main line	64 pounds.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. John Dale	Tionesta, Pa.
B. D. Benson	Titusville, Pa.
F. H. Gibbs	Titusville, Pa.
A. H. Steele	Titusville, Pa.
Thomas Warnock	Meadville, Pa.
R. E. O'Brien	Meadville, Pa.
John W. Hammond	Erie, Pa.
Gen. J. H. Devereux, President and Treasurer	Meadville, Pa.
A. H. Steele, Vice President	Meadville, Pa.
James T. Blair, Secretary	Meadville, Pa.
J. T. Wann, Assistant Treasurer	Meadville, Pa.
R. E. O'Brien, Chief Engineer	Meadville, Pa.
Thomas Warnock, Auditor	Meadville, Pa.

I am as ever, yours faithfully,

A. H. STEELE, *Vice President.*

PENNSYLVANIA AND WESTERN.

STATE OF NEW YORK, }
New York City and County, } ss:

Before me, a commissioner for Pennsylvania, resident at New York city, personally appeared Samuel C. Johnson, president, and Hermann Sudhaus, treasurer, of the Pennsylvania and Western railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

S. C. JOHNSON, *President.*

HERMANN SUDHAUS, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of December, 1874 }

HENRY C. BANKS,

Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$1,650,000 00
Amount paid in as by last report: This is first report.	
Total amount now paid in of capital stock.....	90,000 00
Floating debt as by last report, amount now of floating debt, and number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year: Not in market.	
Amount paid in on each share: Could only average, as some have paid more than others, and at present confined to the directors only.	

COST OF ROAD AND EQUIPMENT.

Amount paid on account of construction: Construction not commenced in Pennsylvania.

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Jersey City to Cleveland, (approximately,).....	484 miles.
Length of main line of road laid, and length of main line of road laid in Pennsylvania.....	None.
Proposed gauge of road.....	4 ft. 8½ inches.
Proposed weight of rail per yard, (steel,)	56 lbs.
Number of miles of road graded: Work upon grading has not yet been commenced in Pennsylvania.	

REMARKS.

The company is engaged in surveying different lines in the State of Pennsylvania, acquiring the right of way, procuring lands, and doing such other work as is necessary preparatory to commencing active operations.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. C. Johnson.....	New York city.
Cornelius Kiel.....	New York city.
R. Carman Combes.....	New York city.
Charles E. Carman.....	New York city.
J. Andie Irwin.....	Philadelphia.
John C. Johnson.....	Philadelphia.
William P. Lees.....	Philadelphia.
Samuel A. Cook.....	New Castle, Del.
Hon. A. G. Miller.	Shippensburg, Pa.
S. C. Johnson, President.....	New York city.
J. Andie Irwin, Secretary.....	Philadelphia.
Hermann Sudhaus, Treasurer.....	New York city.
Samuel Brugger, Chief Engineer.....	Fleming P. O., Centre co., Pa.
Wm. P. Macmanus, Ass't Engineer...	Bellefonte, Centre co., Pa.
John F. Blandy, Ass't Engineer.....	Philadelphia.

PEOPLE'S FREIGHT.

[For the financial year ending December 31, 1874.]

PHILADELPHIA, *March 6, 1875.*HON. HARRISON ALLEN, *Auditor General of Pennsylvania :*

DEAR SIR:—As was stated in the last report sent you by this company, the People's Freight railway company was formed by the consolidation and merger of the Bendersville, Bendersville Extension and Sherman's Valley railroad companies. The articles of consolidation were filed on the 13th day of December, 1873, and its road will extend from a point on the Delaware river, at the mouth of Tohicken creek, in Bucks county, through the Sherman's Valley, Perry county, to Georgetown, on the Ohio river, in the county of Beaver, with a branch from a point near Landisburg, in the county of Perry, by the way of Bendersville to Gettysburg, in the county of Adams, a total distance of 336 miles on the main line and 75 miles on the branch. The consolidated companies which formed the People's Freight railway company were incorporated as follows :

The Sherman's Valley railroad company was incorporated by act of Assembly of Pennsylvania, approved March 7, 1872, with a capital stock of \$100,000, with power to increase the same to an unlimited amount; also to construct a railroad from a point at or near Marysville, Pennsylvania, by way of Shermansdale and Landisburg, to or near Loysville, Perry county, Pennsylvania. A supplement to the charter, passed in 1873, authorizes the company to extend its road eastward to the Delaware river, at the mouth of Tohicken creek, and westward to the Ohio State line at Georgetown.

The Bendersville railroad company was incorporated by an act of Assembly of Pennsylvania, approved March 11, 1871, with a capital stock of \$100,000, with power to increase the same to an unlimited amount, and to construct a road from or near Gettysburg, Pennsylvania, to Bendersville, Adams county, Pennsylvania, and to the iron mines in the vicinity thereof. A supplement to the Bendersville charter, passed in 1873, authorizes the company to consolidate with other companies, and makes the time within which all the roads of the consolidated company shall be constructed, the longest time given to any of the companies parties to the consolidation. The time for constructing the Sherman's Valley railroad is unlimited.

The Bendersville Extension railroad company was formed under the provisions of the act of Assembly of Pennsylvania, approved April 4, 1868, entitled "An Act to authorize the formation and regulation of railroad com-

panies," and the articles of association to incorporate the company were filed November 4, 1873, with a capital stock of \$600,000, and with power to construct a road from a point on the Bendersville railroad, near Bendersville, to a point on the Sherman's Valley railroad, at or near Landisburg, in the county of Perry, a distance of 60 miles.

The capital stock of the People's Freight railway company is \$100,000,-000, divided into 2,000,000 shares of the par value of \$50 each, of which 1,000,000 shares are preferred stock and 1,000,000 are common stock.

It is contemplated to consolidate with the People's Freight railway company, a corporation in each of the States of Ohio, Indiana, Illinois and New Jersey, whose roads when constructed, will form with each other a continuous line of railroad from the Atlantic to the Mississippi river. Consolidation laws for that purpose being in existence in each of said States as well as in Pennsylvania.

The capital stock of the People's Freight railway company was made \$100,000,000 for convenience in consolidating the other companies with it, it having been previously determined that the capital stock for the whole line from the Atlantic to the Mississippi should be fixed at that amount.

The grading of the People's Freight railway was commenced on the 15th day of December, A. D. 1873, and has been progressing moderately ever since. The amount which, on the 1st day of January, 1875, had been expended in construction was about \$25,000.

At the date of the last report it was hoped that arrangements for the construction of the whole line from the Atlantic seacoast to the Mississippi river would have been perfected before the first of last July, but the condition of the times, which has been unfavorable to all new railroad enterprises, has prevented this from progressing as rapidly as was hoped and expected, and leaves it about where it was at the date of the last report.

The officers of the company are W. B. Burr, president, Philadelphia; E. A. Ford, treasurer, Bordentown, N. J.; S. B. Coughlin, secretary, Philadelphia, Pa.

Truly yours,

W. B. BURR, *President.*

PERKIOMEN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared A. H. Seipt, president, and John Welch, treasurer, of the Perkiomen railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. H. SEIPT, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed.....	40,100 00
Amount paid in as by last report.....	38,040 00
Total amount now paid in of capital stock.....	38,040 00
Funded debt as per last report.....	1,821,800 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, April 1, 1887,).....	\$629 900 00
Consolidated mortgage bonds, (date of maturity, June 1, 1913,)	1,200,000 00
Total.....	1,829,900 00
Floating debt as per last report.....	20,478 00
The amount now of floating debt.....	50,848 28
Total amount now of floating and funded debt.....	1,880,748 28
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent. currency; consolidated mortgage, 6 per cent. gold.	
Date and rate per cent. per annum of dividend or dividends, None declared.	
Number of shares of stock issued, full paid.....	750
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	None declared.

RAILROAD REPORT.

395

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,388,700 26	\$1,660,142 73

Equipment furnished by Pennsylvania and Reading railroad company, lesses.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Perkiomen Junction to Emaus.....	36.5 miles.
Length of main line of road laid.....	23.8 "
Length of main line of road laid in Pennsylvania.....	23.8 "
Length of double track of road.....	None.
Length of sidings.....	3.5 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned, worked or leased by the company...	None.
Number of engine houses and shops.....	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,890)..	13
Number of culverts, (total length in feet, 2,144).....	53
Number of stations on main road: Passenger and freight..	19
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of roadway.....	\$18,604 41
Number of tunnels: Under construction on extension.....	1
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year:

From stockholders and other sources.....	Nothing.
From sale of bonds.....	\$8,100 00

RECEIPTS ON LEASE ACCOUNT.

MONTHS.	Passengers.	Freight.	Coal.	Miscellaneous.	Total.
December, 1873.....	\$637 65	\$429 71	\$167 43	\$57 92	\$1,292 71
January, 1874.....	550 86	395 22	101 34	57 81	1,105 23
February, 1874.....	517 04	508 67	147 56	49 98	1,223 25
March, 1874.....	584 42	556 52	152 86	60 36	1,354 16
April, 1874.....	653 21	664 13	75 39	51 92	1,444 65
May, 1874.....	739 50	692 55	100 63	56 44	1,589 12
June, 1874.....	653 96	507 89	70 20	62 08	1,294 13
July, 1874.....	783 90	557 82	58 25	61 79	1,461 76
August, 1874.....	1,278 79	1,046 67	99 80	57 69	2,482 95
September, 1874.....	680 16	565 52	267 80	62 25	1,575 73
October, 1874.....	663 13	640 28	226 84	69 22	1,599 47
November, 1874.....	585 21	554 95	177 01	67 56	1,384 73
Total.....	8,327 83	7,119 93	1,645 11	715 02	17,807 89

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$271,442 47
For maintaining the road, &c.—repairs of machinery and operating the road, and for dividends.....	Nothing.
For interest on bonded debt.....	109,917 00
For miscellaneous, contingent expenses and premium on gold.....	10,733 70
For surplus fund and municipal taxes.....	None.
For State taxes	2,661 25
Total	394,754 42

All returns not given in this report will be included in the returns made by the Philadelphia and Reading railroad company, lessees. Date of lesse, August 16, 1868, for a term of 19 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Philip Super	Pennsburg, Montgomery co., Pa.
George Graber	Pennsburg, Montgomery co., Pa.
Jesse Zeigler.....	Salfordville, Montgomery co., Pa.
Jacob Schwenk.....	Schwenkville, Montgomery co., Pa.
G. D. Hunsicker.....	Perkiomen Bridge, Montgomery co., Pa.
S. Gross Fry.....	Philadelphia.
Charles Shanely.....	Hosensack, Montgomery co., Pa.
Isaac Rahn.....	Perkiomenville, Montgomery co., Pa.
William Grim.....	Allentown, Lehigh co., Pa.
Edward W. Trexler.....	Allentown, Lehigh co., Pa.
Wm. F. Reed.....	Hoppenville, Montgomery co., Pa.
James Boyd.....	Norristown, Montgomery co., Pa.
A. H. Seipt, President.....	Skippackville, Montgomery co., Pa.
Howard Hancock, Secretary....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.

PHILADELPHIA AND BALTIMORE CENTRAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Wood, president and acting treasurer of the Philadelphia and Baltimore Central railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

H. WOOD,

President and Acting Treasurer.

Affirmed and subscribed before me, this }
 18th day of January, 1875. }

DAVID BEITLER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed.....	225,000 00
Amount paid in as by last report.....	220,606 11
Total amount now paid in of capital stock.....	220,606 11
Funded debt as per last report.....	1,500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
Pennsylvania 1st mortgage bonds	\$800,000 00
Maryland 1st mortgage bonds.....	300,000 00
Pennsylvania and Maryland 2d mortgage bonds.....	400,000 00
	<hr/>
	1,500,000 00
Floating debt as per last report	46,945 52
The amount now of floating debt.....	None.
Total amount now of floating and funded debt	1,500,000 00
Rate per cent. per annum of interest on funded debt: 1st	
Pennsylvania mortgage, 7 per cent.; 1st Maryland mortgage, 6 per cent.; 2d Pennsylvania and Maryland mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued: Common, 4,335; preferred, 4,852.	
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,811,106 61	\$1,811,169 62
Equipment	177,743 94	177,743 94
Total cost.....	1,988,850 55	1,988,913 56

CHARACTERISTICS OF ROAD.

Length of main line of road from West Chester railroad junction to junction of Columbia and Port Deposit railroad.....	46 miles.
Length of main line of road laid.....	46 "
Length of main line of road laid in Pennsylvania.....	36 $\frac{3}{4}$ "
Length of double track of road, and branch roads owned by the company.....	None.
Length of sidings.....	About 6 $\frac{1}{2}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50, 56, 57, 60 lbs
Roads worked or leased by the company, viz: Chester Creek railroad, 7 miles; Columbia and Port Deposit railroad, 4 miles.	
Number of engine houses and shops.....	3
Number of engines.....	10
Number of first class passenger cars, (average cost of each, 3,500,).....	8
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$2,250,).....	4
Number of freight cars: House cars, (average cost of each, \$700,) 57; trucks, (average cost of each, \$500,) 38; total.....	95
Number of coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 2,800,)..	30
Number of culverts, (total length in feet, 5,385,).....	139
Number of railroads crossed, West Chester and Philadelphia, Wilmington and Reading, Pennsylvania and Delaware, and Peach Bottom.....	4
Number of stations on main road, passenger and freight..	31
Number of wood and water stations on main road.....	5

Value of real estate held by the company exclusive of roadway, about \$20,000 partly held by easement and partly in fee.

Number of tunnels..... None.

How is track laid, and on what foundation? On stone ballast and dirt.

Length in miles laid with steel rail..... None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	102,395
Number of miles run by freight trains.....	55,110
Number of miles run by other trains.....	3,900
Number of through passengers for the year on main road..	126,039
Number of passengers (all classes) carried in cars.....	288,191
Number of tons of 2,000 lbs. of through freight for the year on main road	71,309
Number of passengers carried one mile	3,826,837
Number of tons of freight carried one mile.....	2,628,571
Number of passengers carried one mile in the State of Pennsylvania	3,444,153
Number of tons of freight carried one mile in the State of Pennsylvania	2,365,714
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	138,294
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	16
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines, in tons.....	25
Weigh of freight engines, in tons.....	32

Monthly statement of passengers (all classes) carried in cars :

November, 1873.....	17,768	May, 1874.....	21,631
December, 1873.....	19,688	June, 1874.....	26,830
January, 1874.....	26,009	July, 1874.....	38,557
February, 1874.....	17,850	August, 1874.....	34,529
March, 1874.....	20,334	September, 1874.....	18,830
April, 1874.....	21,717	October, 1874.....	24,448

The amount of freight specifying the quantity in tons :

Anthracite coal	22,114	Agricultural products.....	31,508
Bituminous coal	2,036	Merchandise and manufactures..	33,013
Petroleum and other oils.....	297	Live stock.....	1,539
Iron and other ores	9,743	Lumber	7,543
Stone and lime	6,531	Other articles	23,970

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	4 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal.....	None.
For local coal.....	3 cents.

It is impossible to give a rate for local freight per ton per mile as it varies according to distance and kind of freight carried.

EXPENSES.

That portion of the road situated in Pennsylvania, has during the year been in the hands of a trustee for the first mortgage bondholders and the report is made up in part of statistics furnished by him. We cannot give information in detail.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources. Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1873.....	\$8,784 96	\$12,318 62	\$545 32	\$109 46	\$21,758 36
December, 1873.....	10,417 77	12,445 22	842 74	141 65	23,847 38
January, 1874.....	9,735 08	11,597 14	545 32	104 50	21,982 04
February, 1874.....	7,820 87	11,099 31	545 31	117 39	19,582 88
March, 1874.....	9,402 77	14,367 03	545 31	92 87	24,407 98
April, 1874.....	9,874 10	14,633 82	545 31	183 02	25,236 25
May, 1874.....	9,997 91	13,074 96	545 31	152 89	23,771 07
June, 1874.....	11,608 42	11,844 51	960 05	78 12	24,491 10
July, 1874.....	13,868 19	11,718 39	579 88	148 15	26,314 61
August, 1874.....	15,968 36	14,536 99	579 87	109 27	31,194 49
September, 1874.....	9,640 83	15,718 60	579 88	143 53	26,082 84
October, 1874.....	11,949 74	15,307 31	579 88	108 64	27,945 57
Total.....	129,069 00	158,661 90	7,394 18	1,489 49	296,614 57

SUMMARY of PAYMENTS.

Operating expenses, including removals and repairs	\$203,566 59
Other expenses, including rent of leased lines and property, taxes and insurance, law, interest and improvements....	88,210 10
Total	291,776 69

Cost of transportation :

Cost per passenger per mile, proximate average.....	2.9 cents.
Cost per ton freight per mile, proximate average.....	3.4 "

What express companies run on your road, and on what terms? Adams express company.

What transportation companies run on your road. None.

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	2
Employees.....	..	1
Others	1	..
	—	—
Total	1	3
	—	—

1873.

November 12. Benjamin Wilson, freight brakeman ; hip broken, caught between cars at Port Deposit.

November 20. James Dilworth, walking on track north of Fairville ; struck by train and killed.

1874.

July 24. William Hertz, attempted to get on train while in motion, at Chester Heights and severely injured.

July 24. Isaac Trimble, arm broken near Ivy mills by putting it out of car window, while crossing covered bridge there.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Dickey.....	Oxford, Pa.
David Woelpper.....	Chadd's Ford, Pa.
Robert H. Lamborn.....	Philadelphia, Pa.
Edwin Haines.....	Rising Sun, Md.
John M. Dickey	Oxford, Pa.
Henry Wood.....	President and acting Treasurer.
Samuel E. Dickey	Secretary.

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Robert Thompson, president, and George P. Little, treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

ROBERT THOMPSON, *President.*

GEORGE P. LITTLE, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of February, 1875. }

JOHN A. GLENN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$10,000,000 00
Amount of stock subscribed.....	6,500,000 00
Amount paid in as by last report.....	6,048,700 00
Total amount now paid in of capital stock, (common and preferred,).....	8,448,700 00
Funded debt as per last report.....	16,252,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1877-1881,)	\$6,000,000 00
2d mortgage bonds, (date of maturity, 1888,)	3,000,000 00
3d mortgage bonds, (date of maturity, 1920,).....	7,252,000 00
	<hr style="width: 20%; margin-left: auto; margin-right: 0;"/> 16,252,000 00
Floating debt as per last report.....	1,202,228 13
The amount now of floating debt.....	1,378,189 77
Total amount now of floating and funded debt.....	17,630,189 77
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6½ per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 6 per cent, gold.	
Date and rate per cent. per annum of dividend or dividends: None declared.	

Number of shares of stock issued, (common and preferred,)	168,974
Par value of each share	\$50 00
Average market value during the year	15 00
Amount paid in on each share.	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$23,644,262 00	\$24,195,833 00

Equipment : Furnished by Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

[Reported by lessees.]

Length of main line of road, from Erie to Sunbury.	287.51 miles.
Length of main line of road laid	287.51 "
Length of main line of road laid in Pennsylvania	287.51 "
Length of double track of road.	28.85 "
Length of sidings	103 $\frac{473}{1000}$ "
Gauge of road.	4 $\frac{3}{4}$ feet.
Weight of rail per yard on main track : 56 and 60 pounds steel ; 56 and 64 pounds iron.	
Branch roads owned by the company.	None.
Roads worked or leased by the company	None.
Number of engine houses and shops : 5 shops with engine houses, 6 engine houses detached from shops.	
Number of engines	154
Number of first class passenger cars, (average cost of each, \$3,500,)	38
Number of second class passenger cars, (average cost of each, \$1,577,)	6
Number of baggage, mail and express cars, (average cost of each, \$2,000,)	21
Number of freight cars : House cars, (average cost of each, \$700,) 980 ; trucks, (average cost of each, \$650,) 2,185 ; total	3,165
Number of coal, ore and stone cars : Coal, 66 ; ore, none ; stone, 96 ; (average cost of each, \$450,) total.	162
Number of caboose cars, (average cost of each, \$528,)	64
Number of iron bridges, (total length, 307 feet 2 $\frac{1}{2}$ inches,)	11
Number of wooden bridges, (total length in feet, 17,310,)	152
Number of stone bridges and tunnels.	None.
Number of culverts, (total length in feet, 18,958,)	521

Number of railroads crossed.....	5
Number of stations on main road : Passenger, 37 ; freight, 53 ; total.....	90
Number of wood and water stations on main road.....	44
Value of real estate held by the company exclusive of road- way, (according to assessment 1874,).....	\$471,564 00
How is track laid, and on what foundation? T rail, stone, cinder and gravel ballast.	
Length in miles laid with steel rail	51.6

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	461,822
Number of miles run by freight trains	1,950,662
Number of miles run by coal trains : No trains exclusively for coal.	
Number of through passengers for the year on main road,	3,571.2
Number of passengers (all classes) carried in cars	680,163
Number of tons of 2,000 lbs. of through freight for the year on main road.....	466,670
Number of passengers carried one mile	17,148,330
Number of tons of freight carried one mile.....	294,466,833
Number of passengers carried one mile in the State of Pennsylvania	17,148,330
Number of tons of freight carried one mile in the State of Pennsylvania	294,466,833
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,243,170
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops.....	26
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines : 54,000 to 68,500 pounds.	
Weight of freight engines : 62,000 to 88,000 pounds.	

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	42,724.2	July, 1874.....	69,247.2
February, 1874.....	40,694	August, 1874.....	76,111.2
March, 1874.....	57,266	September, 1874.....	61,389.2
April, 1874.....	59,097.2	October, 1874.....	54,764
May, 1874.....	57,693	November, 1874.....	49,616.2
June, 1874.....	58,835	December, 1874.....	52,724

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	685,660	Agricultural products.....	510,395
Bituminous coal.....	115,276	Merchandise and manufactures,	146,323
Petroleum and other oils.....	204,879	Live stock.....	9,986
Pig iron.....	20,749	Lumber.....	390,000
Railroad iron.....	14,287	Other articles.....	76,834
Other iron or castings.....	32,372		
Iron and other ores.....	20,789	Total.....	2,243,170
Stone and lime.....	15,620		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	2 $\frac{6}{10}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ "
For emigrant through passengers.....	1 $\frac{4}{10}$ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal, and local freight and coal, per ton per mile.....	$\frac{94\ 17}{10000}$ cents.
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EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$850, 873 47	\$195, 425 66	\$655, 447 81
Taxes on real estate.....	15, 027 96	3, 019 49	12, 008 47
Total.....	865, 901 43	198, 445 15	667, 456 28
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$102, 146 81	\$19, 307 57	\$142, 839 24
Repairs of passenger and baggage cars.....	49, 186 80	49, 186 80	.....
Repairs of freight cars.....	154, 174 23	.....	154, 174 23
Repairs of tools and machinery in shops.....	19, 331 15	3, 937 21	15, 393 94
Incidental expenses, including oil, fuel, clerks, laborers, watchmen, &c., about shops.....	102, 352 86	20, 882 25	81, 470 61
Total.....	487, 191 85	93, 313 83	393, 878 02
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$34, 621 95	\$16, 025 34	\$18, 596 61
Agents and clerks.....	86, 057 25	26, 772 51	59, 284 74
Labor—loading and unloading freight.....	34, 481 21	.....	34, 481 21
Porters, watchmen and switch tenders.....	7, 294 47	2, 228 28	5, 066 19
Car cleaning and inspecting, furniture and fixtures.....	41, 964 84	11, 965 54	29, 999 30
Wood and water station attendance.....	16, 056 23	3, 294 94	12, 761 29
Conductors, baggage masters and brakemen.....	223, 921 44	32, 641 34	191, 280 10
Engineers and firemen.....	161, 176 54	22, 311 96	138, 864 58
Fuel, and cost of preparing for use.....	202, 082 86	24, 992 52	177, 090 34
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	35, 297 43	7, 146 20	28, 151 23
Telegraph, mail and station expenses.....	62, 875 46	17, 040 41	45, 835 05
Loss and damage of goods and baggage.....	7, 843 27	.....	7, 843 27
Tolls over other roads.....	13, 212 56	524 00	12, 688 56
Use of freight and passenger cars.....	81, 740 85	23, 442 19	58, 298 66
Shoveling snow.....	5, 768 03	1, 234 16	4, 533 87
Damage for injury of persons.....	11, 206 97	11, 206 97	.....
General superintendence.....	10, 834 24	2, 213 85	8, 620 39

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION— <i>Continued.</i>	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight trans- portation.
Contingencies.....	\$44,933 01	\$6,825 04	\$38,107 97
Total	1,081,368 61	209,865 25	871,503 36
Grand total.....	2,434,461 89	501,624 23	1,932,837 66

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources None.

RECEIPTS.

Passengers	\$527,910 68
Freight	2,772,813 25
Mail and express.....	79,743 56
Miscellaneous.....	126,451 79
Total	<u>3,506,919 28</u>

SUMMARY OF PAYMENTS.

For construction.....	\$57,066 40
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,434,461 89
For dividends, miscellaneous, surplus fund and municipal taxes.....	None.
For interest.....	1,244,453 26
For State taxes on tonnage.....	3,671 12
For State taxes on funded debt, paid by P. and E. R. R. Co.	23,974 68
Total	<u>3,763,627 35</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 $\frac{925}{1000}$ cents.
Cost per ton freight per mile, proximate average.....	$\frac{656}{1000}$ “

What express or transportation companies run on your road? Leased to Pennsylvania railroad company.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	4
Employees.....	3	46
Others.....	6	9
Total.....	<u>9</u>	<u>59</u>

Of the passengers injured, one was standing on rear step of the car, and fell when near Warren bridge.

One had his arm out at window, and struck car on siding when passing Sheffield.

One jumped from train when in motion, near Concord station.

The fourth, under the influence of liquor, jumped from train when near Sheffield station.

All injured in consequence of violating rules of the company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Thompson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Joseph W. Gaskill.....	Philadelphia.
Samuel G. Thompson.....	Philadelphia.
Alexander J. Derbyshire.....	Philadelphia.
Strickland Kneass.....	Philadelphia.
J. Alexander Simpson.....	Philadelphia.
Samuel G. Lewis.....	Philadelphia.
John Noblit.....	Philadelphia.
William C. Stevenson.....	Philadelphia.
Edwin A. Gaskill.....	Philadelphia.
Robert Thompson, President..... 228 Walnut st., Philadelphia.	
George P. Little, Sec'y and Treasurer, 223 Walnut st., Philadelphia.	

PHILADELPHIA, GERMANTOWN AND NORRIS-TOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 19th day of October, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed, (including amount of loan converted, and stock issued under act approved March 29, 1870,).....	2,246,900 00
Amount paid in as by last report, (including amount of loan converted, and stock issued as before stated,).....	2,231,900 00
Total amount now paid in of capital stock, (as before stated,).....	2,246,900 00
Funded debt as per last report.....	None.

The amount now of funded debt: No funded debt.

Floating debt as per last report..... None.

The amount now of floating debt..... None.

Total amount now of floating and funded debt..... None.

Date and rate per cent. per annum of dividend or dividends:

Cash, December 4, 1873, March 4, 1874, June 4, 1874,
and September 4, 1874, each..... 3 per cent.

Number of shares of stock issued..... 44,938

Par value of each share..... \$50 00

Average market value during the year, about..... 87 00

Amount paid in on each share, (including par value of loan
converted, and stock issued as before stated,)..... 50 00

Amount of capital on which the respective dividends were
declared: \$2,231,900 in December, 1873, March and
June, 1874; and \$2,246,900 in September, 1874.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,146,538 43	\$1,146,538 43
Equipment	368,261 58	368,261 58
Total cost.....	1,514,800 01	1,514,800 01

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Norris-
town..... 17 miles.

Length of main line of road laid, (including Germantown
Branch,) 20 "

Length of main line of road laid in Pennsylvania..... 20 "

Length of double track of road..... 20 "

Length of sidings 5 "

Gauge of road 4 feet 8½ in.

Weight of rail per yard on main track: 50, 57, 58 and 67
pounds.

Branch roads owned by the company and their length, viz:

Germantown, 3 miles; and Plymouth, $9\frac{25}{100}$ miles, leased
as branches of the Philadelphia, Germantown and Norris-
town railroad, to the Philadelphia and Reading railroad
company, for the term of 999 years, from the first day of
December, 1870.

Roads worked or leased by the company..... None.

Number of engine houses and shops..... 4.

RAILROAD REPORT.

409

Number of engines.....	24
Number of first class passenger cars, (average cost of each, \$2,209,).....	45
Number of second class passenger cars	None.
Number of baggage, mail and express cars, (average cost of each, \$1,211,).....	13
*Number of freight cars: Trucks, (average cost of each, \$469,)	192
Number of stone and lime cars: Included with freight cars.	
Number of caboose cars and number of tunnels.....	None.
Number of iron bridges, (total length in feet, 33,).....	1
Number of wooden bridges.....	16
Number of stone bridges.....	9
Number of culverts.....	No record.
Number of railroads crossed: Three city railways cross the railroad of this company.	
Number of stations on main road: Passenger and freight..	17
Number of wood and water stations on main road.....	4
Value of real estate held by the company exclusive of road way.....	\$500,793 00
How is track laid, and on what foundation? With iron and steel rails, oak and chestnut cross-ties, on cinder and broken stone.	
Length in miles laid with steel rail.....	3½

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds, and other sources..... Nothing.

*The road and rolling stock of this company are leased to the Philadelphia and Reading railroad company for 999 years. During many years prior to the lease, the cost of freight cars was charged to burthen cars, and the number appears to be equal to 192 eight-wheeled cars.

RECEIPTS.

MONTHS.	Miscellaneous.	Total.
October, 1873.....		
November, 1873.....		
December, 1873.....	\$69,405 84	\$69,405 84
January, 1874.....	1,905 74	1,905 74
February, 1874.....		
March, 1874.....	69,555 83	69,555 83
April, 1874.....		
May, 1874.....		
June, 1874.....	73,180 59	73,180 59
July, 1874.....	24,678 55	24,678 55
August, 1874.....	22,705 91	22,705 91
September, 1874.....	69,891 83	69,891 73
Total.....	331,324 29	*331,324 29

The return for passengers, freight, mail, express, and use of cars to be included in the return to be made by the Philadelphia and Reading railroad company, lessees.

SUMMARY OF PAYMENTS.

For construction and equipment: To be included in return by lessees.	
For maintaining the road, &c.—repairs of machinery and operating the road: Maintained and repaired by lessees.	
For dividends.....	\$269,616 00
For interest.....	None.
For miscellaneous, including salaries, office rent, office expenses, stationery, suits, and other legal expenses compromised, advertising temporary loan, deposit and incidental expenses.....	98,620 64
For municipal, State and United States taxes: The lessees are to pay all taxes on this company's real estate, United States taxes, State tax on capital, &c.	
Total.....	368,236 64

*This amount includes rent for railroad of this company and branches, real estate and rolling stock leased, interest, proceeds sale of stock for increased capital, temporary loan, &c.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
William Harmar.....	Philadelphia, Pa.
Joseph Swift.....	Philadelphia, Pa.
Winfield S. Wilson.....	Philadelphia, Pa.
William H. Slingluff.....	Norristown, Pa.
Daniel Longaker.....	Norristown, Pa.
I. V. Williamson.....	Philadelphia, Pa.
J. J. Woodward.....	Philadelphia, Pa.
William Musser.....	Philadelphia, Pa.
Joseph Perot.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer,	Philadelphia, Pa.

PHILADELPIA, NEWTOWN AND NEW YORK.

STATE OF PENNSYLVANIA,)
Philadelphia County, } ss:

Personally appeared H. G. Sickel, president, and Charles Willard, treasurer, of the Philadelphia, Newtown and New York railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, are true, to the best of their knowledge and belief.

(Signed)

H. G. SICKEL, *President.*

CHARLES WILLARD, *Treasurer.*

Sworn and subscribed before me, this }
26th day of January, 1875. }

A. J. MILLER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	320,000 00
Amount paid in as by last report.....	199,360 00
Total amount now paid in of capital stock.....	300,000 00
Floating debt as by last report.....	57,000 00
The amount now of floating debt.....	128,400 00
Number of shares of stock issued.....	6,000
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on construction account.	\$440,400 00	\$692,051 39

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Philadelphia to Delaware river.	27 miles.
Length of main line of road laid.	4 “
Length of main line of road laid in Pennsylvania. All in Pennsylvania.	
Proposed gauge of road.	4 feet 9 in.
Proposed weight of rail per yard.	56 pounds.
Number of miles of road graded.	16 miles.

The reduction in stock subscription is in consequence of the failure of the contractors to complete the road. Their stock reverted to the company.

The following officers were elected at the annual meeting held January 11, 1875.

NAMES AND RESIDENCE OF PRESENT OFFICERS.

Directors.	Post office address
James A. Park.	Office No. 720 Sansom street, Phila.
A. Jameson.	Office No. 720 Sansom street, Phila.
Josiah M. Hunt.	Philadelphia, Pa.
Wm. D. Allen.	Philadelphia, Pa.
Smith Harper.	Fox Chase, Philadelphia, Pa.
Alfred Blaker.	Newtown, Pa.
Bralay J. Smith.	Newtown, Pa.
James H. Park.	President.
A. Jameson.	Secretary and Treasurer.

PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 30th day of January, 1875. }

WM. M'LEAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$34,274,550 00
Amount paid in as by last report.....	34,270,575 28
Total amount now paid in of capital stock.....	34,274,575 28
Funded debt as per last report :	
Mortgage bonds.....	\$31,299,415 58
Debenture bonds.....	1,138,900 00
Convertible.....	6,715,485 00
Bonds and mortgages, real estate.....	956,160 29
	<hr style="width: 20%; margin-left: 0;"/> 40,109,960 87
The amount now of funded debt, (classified and date of maturity,) as follows :	
Mortgage bonds.....	42,523,001 24
Debenture bonds.....	1,138,900 00
Convertible bonds.....	9,604,170 00
Bonds and mortgages,	
real estate.....	\$1,814,916 83
Less ground rents.....	1,006,104 99
	<hr style="width: 20%; margin-left: 0;"/> 808,811 84
	<hr style="width: 20%; margin-left: 0;"/> 54,074,883 08
Floating debt as per last report	700,000 00
The amount now of floating debt.....	300,000 00
Total amount now of floating and funded debt.....	54,374,883 08
Rate per cent. per annum of interest on funded debt.....	5, 6 & 7 per cent.

Date and rate per cent. per annum of dividends: Stock, none; cash, $2\frac{1}{2}$ per cent. each, March, June, September and December, 1874.

Number of shares of stock issued	685,491
Par value of each share	\$50 00
Average market value during the year	Not ascertained.
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: March, \$34,272,575 28; June, \$34,274,575 28; September, \$34,274,575 28; December, \$34,274,575 28.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate, depots, &c.	\$36,586,574 00	\$37,399,038 43
Equipment	8,732,774 89	8,787,572 40
Total cost	45,319,348 89	46,186,610 83

CHARACTERISTICS OF ROAD.

Length of tracks and sidings of main line and all roads worked, leased and controlled by the company	1,451 $\frac{8}{10}$ miles.
Length of main line of road laid	98 $\frac{4}{10}$ "
Length of main line of road laid in Pennsylvania	98 $\frac{4}{10}$ "
Length of double track of road, main line	98 $\frac{4}{10}$ "
Length of sidings, main line	150 $\frac{1}{10}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	64 and 68 lbs.

Roads worked or leased by the company, viz: Chester Valley, $21\frac{5}{10}$ miles; Allentown, $4\frac{5}{10}$ miles; Philadelphia and Chester Branch, $10\frac{2}{10}$ miles; Perkiomen, $23\frac{8}{10}$ miles; Colebrookdale, $12\frac{8}{10}$ miles; Pickering Valley, $11\frac{3}{10}$ miles; East Pennsylvania, 36 miles; Little Schuylkill, $28\frac{2}{10}$ miles; East Mahanoy, $10\frac{7}{10}$ miles; Mine Hill and Schuylkill Haven, $52\frac{8}{10}$ miles; Mount Carbon and Port Carbon, $2\frac{5}{10}$ miles; Mill Creek and Mine Hill, $3\frac{8}{10}$ miles; Philadelphia, Germantown and Norristown, $29\frac{7}{10}$ miles; Chestnut Hill, 4 miles; Schuylkill Valley, 11 miles; Catawissa, $92\frac{6}{10}$ miles.

Branch roads owned by the company and their length, (not including sidings,) viz: Northern Liberty and Penn Township, $1\frac{4}{10}$ miles; Port Kennedy, $1\frac{2}{10}$ miles; Lebanon Valley, $53\frac{7}{10}$ miles; Lebanon and Tremont, $42\frac{2}{10}$ miles; Schuylkill and Susquehanna, $53\frac{4}{10}$ miles; Mount Carbon, $8\frac{5}{10}$ miles; Mahanoy and Shamokin, $64\frac{6}{10}$ miles; Moselem, $1\frac{7}{10}$ miles; West Reading, $1\frac{9}{10}$ miles.	
Number of engine houses and shops: 24 engine houses and 14 shops.	
Number of engines.....	405
Number of first class passenger cars, (average cost of each, \$5,000).....	214
Number of second class passenger cars, (average cost of each, \$3,000,).....	6
Number of baggage, mail and express cars, (average cost of each, \$1,950,).....	59
Number of freight cars: House cars, (average cost of 8-wheeled, each, \$685,) 1,301; trucks, (average cost of 8-wheeled, each, \$585,) 2,339; total.....	3,640
Number of coal, ore and stone cars: Coal, (average cost of each, \$540,) 15,073; ore, (average cost of each, \$480,) 20; stone, (average cost of each, \$540,) 811; total eight-wheeled cars.....	15,904
Number of caboose cars, eight-wheeled, (average cost of each, \$600,).....	116
Number of iron bridges, (total length in feet, 1,561,)....	28
Number of wooden bridges, (total length in feet, 3,324,)..	29
Number of stone bridges, (total length in feet, 6,157,)....	56
Number of culverts.....	No record.
Number of railroads crossed: Locomotive, 7; horse, 8.	
Number of stations on main road: Passenger and freight,	78
Number of wood and water stations on main road: Wood, 12; water, 33.	
Value of real estate held by the company exclusive of roadway.....	\$7,459,868 98
Number of tunnels, (length of each, Pulpit Rock, 1,657 feet; Black Rock, 1,932; Flat Rock, 932).....	3
How is track laid, and on what foundation? Wooden cross-ties, broken stone and furnace cinder.	
Length of track laid with steel rail, including main line, branches and laterals.....	$92\frac{36}{100}$ miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,554,867
Number of miles run by freight trains.....	1,681,347
Number of miles run by coal trains.....	2,712,820
Number of through passengers for the year on main road,	852,312
Number of passengers (all classes) carried in cars.....	6,964,869
Number of tons of 2,000 lbs. of through merchandise and coal for the year on main road and branches.....	7,401,842
Number of passengers carried one mile.....	79,265,041
Number of tons of merchandise and coal carried one mile,	688,371,275
Number of passengers carried one mile in the State of Penn- sylvania.....	7,401,842
Number of tons of merchandise and coal carried one mile in the State of Pennsylvania.....	688,371,275
Gross amount of tonnage for the year, (2,000 lbs. per ton,) including materials for use of road and weight of passen- sengers.....	11,336,261
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	22
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops, 14; coal trains, 9.	
Weight of first class passenger engines.....	18 to 29 tons.
Weight of freight engines.....	24 to 38 "

Monthly statement of passengers (all classes) carried in cars :

December, 1873.....	516,171	July, 1874.....	698,451
January, 1874.....	617,044	August, 1874.....	687,457
February, 1874.....	457,777	September, 1874.....	656,454
March, 1874.....	522,917	October, 1874.....	567,309
April, 1874.....	538,432	November, 1874.....	458,014
May, 1874.....	569,206		
June, 1874.....	675,637	Total.....	6,964,869

The amount of freight specifying the quantity in tons :

Anthracite coal.....	6,809,476	Merchandise & manufactures,	164,177
Bituminous coal.....	301,194	Live stock.....	57,314
Petroleum and other oils.....	216,080	Lumber.....	303,186
Pig iron.....	252,781	Other articles & express goods,	359,258
Railroad iron.....	67,063	Co.'s materials, merchandise, passengers, baggage, &c.....	1,126,760
Other iron or castings.....	173,546		
Iron and other ores.....	621,024	Total.....	11,336,261
Stone and lime.....	563,817		
Agricultural products.....	320,585		

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class passengers, average.....	2 $\frac{54}{100}$ cents.
--	---------------------------

The rate per ton per mile charged for merchandise and coal:

For freight and tolls on coal (2,240 lbs.) per ton per mile, average	$1\frac{84}{100}$ cents.
For freight and tolls on merchandise (2,000 lbs.) per ton per ton per mile, average	$2\frac{25}{100}$ "
	<hr/>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Coal and mdse. transportation.
Repairs or maintenance of way, including buildings.....	\$1,252,293 44	\$315,285 81	\$937,007 63
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$456,245 81		
Repairs of passenger and baggage cars	121,016 64		
Repairs of freight and coal cars	824,528 36		
Repairs of plane and stationary engines	55,329 79		
Repairs of depots, offices, water stations, &c	29,924 77		
Total	1,487,045 37	\$178,445 44	\$1,308,599 93
OPERATING THE ROAD.			
Office expenses, stationery, &c., agents, clerks and superintendence	\$424,219 86		
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance	493,969 76		
Conductors, baggage masters, brakemen, engineers, firemen and all train hands.....	1,228,883 92		
Fuel, and cost of preparing for use	873,793 04		
Oil and waste for engines and tenders, passenger, baggage and freight cars	132,802 92		
Telegraph, and sundry expenses	71,369 05		
Loss and damage of goods and baggage	1,769 87		
Hauling and assorting cars in coal region and at Richmond	127,386 29		
Salaries of officers and clerks, law, stationery, advertising, sundries, &c	315,999 87		
Total	3,670,194 58	\$659,610 95	\$3,010,583 63

RAILROAD REPORT.

419

Receipts on construction and equipment account during the year :

From stockholders.....	Nothing.
From sale of bonds.....	\$14,720,570 66

RECEIPTS.

MONTHS.	Passengers.	Merchandise.	Coal.	U. S. Mail.	Miscellaneous.	Total.
Dec., 1873...	\$156,133 29	\$248,884 80	\$633,227 59	\$4,797 90	\$6,092 56	\$1,049,136 14
Jan., 1874...	152,683 57	241,792 00	277,792 16	4,760 54	6,099 21	683,127 48
Feb., 1874...	126,109 16	256,881 94	342,886 36	4,760 54	6,743 36	737,381 36
March, 1874.	153,184 92	316,356 18	709,482 41	4,771 36	6,532 68	1,190,327 55
April, 1874...	155,370 40	297,569 90	855,726 19	4,760 54	8,032 39	1,321,509 42
May, 1874...	174,231 33	315,387 47	931,561 32	4,760 55	7,509 26	1,433,449 93
June, 1874...	181,220 98	279,427 80	899,805 86	4,760 56	8,013 72	1,373,228 92
July, 1874 ..	197,315 61	227,480 11	458,382 59	4,763 25	7,511 31	895,452 87
Aug., 1874 ..	203,657 38	286,826 62	563,412 66	4,763 24	7,972 41	1,066,632 31
Sept., 1874..	187,725 60	275,642 49	993,288 27	4,771 36	7,379 22	1,468,806 94
Oct., 1874 ...	175,860 95	381,896 55	1,290,135 13	2,514 60	7,022 14	1,857,429 37
Nov., 1874 ..	149,172 70	252,155 10	965,213 17	2,502 26	6,595 66	1,375,638 89
Total ...	2,012,665 89	3,380,300 96	8,920,913 71	52,686 70	85,553 92	14,452,121 18

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$867,261 94
For maintaining the road, &c.—repairs of machinery and operating the road.....	6,409,533 39
For dividends and taxes on same.....	4,566,824 63
For interest on bonded debt, and bonds and mortgages on real estate.....	2,723,475 00
For rents of laterals, and Richmond shipping expenses, &c.,	1,358,991 34
For appropriation for renewing railroad iron.....	791,681 98
For municipal taxes	132,576 19
For State tax on tonnage.....	39,133 46
Total.....	16,889,477 93
Total amount of surplus fund.....	1,870,753 36

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 ⁴⁶ / ₁₀₀ cents.
Cost per ton of merchandise per mile, proximate average..	1 ⁸ / ₁₀₀ “
Cost per ton of coal per mile, proximate average.....	7 ⁵ / ₁₀₀ “

[NOTE—Taxes, cost of renewing rails, rents and interest not included.]

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	2	13
Employees.....	6	11
Others.....	34	36
Total.....	<u>42</u>	<u>60</u>

1873.

December 4. John Dorris, slightly injured ; struck by wreck train while driving across the track at Ninth and Brown streets, Philadelphia, Pa

December 5. Jesse Undergrove, bruised about the head ; stepped in front of ballast train at Montgomery Avenue, Philadelphia.

December 14. Wm. Vanderbilt, killed ; train started as he was in the act of crossing track under cars at Falls station.

December 17. Peter Shilt, killed ; while coupling cars at Reading.

December 22. Jas. L. Bryan, injured ; fell through bridge, above Nicetown.

December 22. Peter Hubler, killed ; in the attempt to get on a coal train while in motion, at Lorberry Junction.

December 22. Wm, Moore, injured ; struck by engine while walking on track ahead of train, at Shawmont.

December 27. John Frey, injured ; standing on steps of passenger train and was struck by projecting rocks, near Tremont.

1874.

January 6. Henry Reimert, killed ; was struck by engine while walking on track, above Reading.

January 7. Pat. D. Rooney, seriously injured, in the attempt to get off passenger train in motion, at Mount Carbon.

January 10. Henry Weiss, killed ; struck by engine while sitting on track, at Conshohocken.

January 12. Samuel Fox, leg broken in attempting to get off passenger train in motion, at Reading.

January 12. Edward Kerns, slightly injured ; trying to jump off passenger train in motion, at Reading.

January 12. —Best, injured slightly ; fell while jumping off passenger train, at Reading.

January 17. Bryan Reilley, killed in the attempt to cross track ahead of freight train, at Ninth and Fairmount Avenue, Philadelphia.

January 19. John Leininger, killed in the attempt to get on freight train, at Ephrata.

January 20. Michael Haggerty, legs cut off ; freight train ran over him while he was sitting on the track, at Reading.

January 22. Samuel Rock, killed ; fell from passenger train through a bridge, near Ephrata.

January 25. Edward Covanough, killed ; run over by tank of shifting engine, at Reading.

February 7. Edward Heighel, injured ; caught between coal cars, at Philadelphia.

February 9, James Hughes, killed ; struck by freight train while walking on track, at St. Clair.

February 24. Joseph Texter, hip dislocated ; caught between bumpers while coupling cars, at Alburtis.

March 6. Wm. Gallagher, leg cut off ; coal train ran over him while walking on track, at Conshohocken.

March 8. James Nelson, struck by shifting engine while crossing track, at Armat street, Germantown.

March 10. Henry M'Gurrey, injured ; struck while crossing track in front of engine, at School Lane.

March 10. Stephen Harris, killed ; walking on track and struck by engine, near Frackville.

March 14. John Montgomery, Jr., fatally injured ; attempting to board a coal train in motion, at Pencoyd.

March 19. Horace Klock, legs cut off ; fell under coal train while shifting, at Mine Hill Crossing,

March 24. Gottlieb Dager, leg broken and other injuries ; walking on track and struck by coal train, at West Manayunk.

March 24. George Myers, injured ; engine struck his wagon while crossing track, near Rohn's station.

March 31. Samuel Spots, found dead on track, one mile below Excter.

April 4. Unknown man, killed ; walking on track and struck by passenger train, below Hamburg.

April 4. Henry Swenk, arm broken ; jumping from freight train in motion at Shuman's station.

April 6. R. G. Keller, injured ; stepping on track in front of engine, at Lafayette station.

April 13. Isaac Love, killed ; attempting to get on coal train at Swedeland.

April 13. Benj. Rossiter, arm and leg broken ; stepped on track in front of engine, at Pauling's bridge.

April 18 Jere Seitzinger and Miss Markee, injured ; trying to drive across the track ahead of engine, at Port Carbon.

April 20. Ephriam Whitman, injured ; jumping off passenger train in motion, at Pencoyd station.

April 21. Unknown man, killed ; found dead on track, below Neversink.

April 30. Unknown man, killed ; walking on track and struck by passenger train, at West Conshohocken.

May 7. Matthew Ash, leg crushed ; fell in the attempt to get on a coal train. at Birdsboro.'

May 10. Augustus Wentzel, killed ; trying to get on passenger train in motion, at Manayunk.

May 12. Matthias Pinyard, shoulder broken ; struck by engine while driving across track ahead of passenger train, at Broad street, Philadelphia.

May 22. John Moock, slightly injured ; jumped from passenger train, at Germantown Junction.

June 1. Samuel Reaber, leg broken ; fell while shifting cars, at Schuylkill Haven.

June 3. John M'Donald, leg broken and other injuries ; struck by passenger train while walking on track, at West Manayunk.

June 7. Henry Richards, killed ; freight train ran over him while lying on track, at Danville.

June 11. Jacob Graff, slightly injured ; fell off freight train, at Shawnee siding.

June 12. Joseph Thomas, leg cut off in the endeavor to board a coal train at foot of mountain, Mine Hill railroad.

June 19. John Beehtel, leg cut off ; run over by shifting engine at Leesport.

June 19. Mrs. M'Dermott, killed ; crossing track at Salmon street, Philadelphia.

June 21. Daniel Dunn, injured ; struck by engine while standing on track at High street, Chestnut Hill railroad.

June 23. Jacob Kaiett, killed ; struck by bridge while swinging from one platform to the other on passenger train, No. 48, G. and N. Branch.

June 26. Lewis Sterner, endeavoring to get on a coal train in motion at Tremont.

June 29. Henry Stein, leg bruised ; caught between bumpers at coal yard, Ninth street and Girard avenue, Philadelphia.

July 14. Thomas B. Feely, injured about the head ; fell from a freight car while shifting at Germantown.

July 15. Wm. Spaneake, foot crushed ; fell in the attempt to get on a freight train near Ellwood station.

July 23. James Simmons, killed ; trying to get on a coal train near Gordon.

July 25. Wm. Kelley, foot cut off ; trying to get on a shifting engine, on Port Kennedy railroad.

July 27. Henry Neiser, killed ; stepped on track in front of engine, near coal bins, Minc Hill railroad.

July 28. David Lash, leg crushed ; fell while jumping from coal train at Birdsboro'.

July 28. Isabella Clark, killed while picking coal under cars at Manayunk.

July 28. James M'Guigan, killed ; crossing track and struck by engine at Kensington avenue, Philadelphia.

July 31. John Murry, leg crushed ; endeavoring to get on coal train in motion at Bridgeport.

August 1. Adam G. Ricc, killed ; fell under cars and was run over by freight train near Sinking Springs.

August 8. Andrew M'Cann, killed ; lying on track at Mahanoy Plane.

August 8. John Thompson, killed ; run over by coal cars at Falls.

August 13. Tim Brennan, leg cut off in attempting to get on a coal train in motion at Glen Carbon.

August 15. Geo. W. Narigan, arm bruised ; fell while trying to get on ballast train at Pine Grove.

August 15. Edward Carr, bruised about the legs ; trying to drive across track ahead of passenger train at Thompson street, Philadelphia.

August 18. Richard Hopkins, killed ; stepped on track in front of passenger train near Conshohocken.

August 23. Wm. R. Keenan, injured ; crushed between cars at depot, Ninth and Green streets, Philadelphia.

August 24. Jeremiah Mahaney, killed ; struck by passenger train while walking on track at Gilberton.

August 26. Joseph Delaware, killed ; struck by passenger train while picking coal on track near Port Kennedy.

August 29. D. W. Seigman, foot crushed ; jumping off passenger train in motion at Shamokin.

September 3. Christian Henry, leg cut off in the endeavor to get on a coal train at Reading.

September 7. Charles Rodgers, one arm broken, both legs cut off, and otherwise injured ; struck by coal chute while shifting cars at Port Kennedy.

September 8. Thomas Kelly, leg cut off ; run over by coal train at Wolf Creek.

September 9. Thomas Hazzard, leg cut off ; fell under cars while endeavoring to get on passenger train at Manayunk.

September 9. Wm. Knettle, injured ; his horse ran into passenger train while it was passing at Dormer's Mill.

September 14. Mary M'Allister, injured ; fell from passenger train when it started at Tioga station.

September 16. T. Brownback, injured ; jumping off coal train at Dauphin.

September 26. Henry Zwin, leg cut off and otherwise injured ; fell while jumping off coal train at Falls.

September 27. Hugh Hamilton, slightly injured ; struck by passenger train while sitting on the track at Manayunk.

September 30. C. Hippenheimer, killed ; struck by freight train while crossing bridge over Schuylkill at Reading.

October 7. Patrick Welch, injured ; run over by coal cars at Phoenixville.

October 7. Robert Williams and Annie Bean, slightly injured ; struck by passenger train while crossing track at Tenth and Diamond streets, Philadelphia.

October 9. Isaac Prizer, conductor, arm broken while unloading telegraph poles from a car at Lafayette.

October 13. George Ness, killed ; run over while picking coal under cars at Oxford street, Philadelphia.

October 13. Samuel Henshaw, slightly injured ; struck by shifting engine while driving across track at Harrisburg.

October 24. John Deeter, killed ; run over by shifting engine at Reading.

October 24. Godfrey Fahler, injured while crossing track one mile west of Allentown.

October 29. Henry Leitheiser and Susan Leitheiser, killed ; struck by passenger train while driving across track at Bernhart's crossing.

October 30. Thomas Mahon, killed ; stepping on track in front of passenger train at Manayunk.

November 1. Lloyd Naus, killed ; fell from freight train while in motion at Bunker Hill.

November 2. J. W. Thatcher, foot crushed in the attempt to get on passenger train at Pottstown.

November 6. P. Clunk, killed ; threw himself on track in front of engine at Harrisburg.

November 8. Samuel Hood, hip dislocated ; endeavoring to get on a moving passenger train at Chestnut Hill.

November 15. Charles Bell, baggage master, killed ; was thrown from platform of car and had his neck broken by collision at Pottstown.

November 16. Wilhelmina Long, foot crushed, attempting to commit suicide by throwing herself on track in front of engine at Fisher's station.

November 20. Mrs. Mary M'Cuen, seriously injured ; struck by coal train while walking on track at Nicetown.

November 21. ——— Flickinger, arm broken ; walking on track and struck by passenger train.

November 30. John Blake and Enos Hause, slightly injured by freight train while trying to drive across the track at Conshohocken.

November 30. Wm. Greiff, killed while coupling cars at Tamaqua.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst.....	Philadelphia.
Charles E. Smith	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
J. W. Jones, First Vice President.....	Philadelphia.
G. A. Nicolls, Second Vice President.....	Philadelphia.
David J. Brown, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
John E. Wootten, General Superintendent.....	Reading.
William Lorenz, Chief Engineer.....	Philadelphia.

PHILADELPHIA AND TRENTON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Strickland Kneass, president, and Floyd H. White, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) STRICKLAND KNEASS, *President.*
 FLOYD H. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, A. D. 1875. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,662,900 00
Amount of stock subscribed.....	1,259,100 00
Amount paid in as by last report.....	1,259,100 00

Total amount now paid in of capital stock	\$1,259,100 00
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as per last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January, 2½ per cent. ; April, 2½ per cent. ; July, 2½ per cent. ; October, 2½ per cent.	
Number of shares of stock issued, 12,591, of which, 7,650 shares are held by the Pennsylvania railroad company, lessee, under the terms of the lease of the United New Jersey railroad and canal, and the Philadelphia and Trenton railroad company.	
Par value of each share	\$100 00
Average market value during the year	124 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared, \$494,100 ; the balance of \$765,000 belongs to the Pennsylvania railroad company as lessee of the United New Jersey railroad and canal company and the Philadelphia and Trenton railroad company, being a portion of the property of the United New Jersey railroad and canal company, transferred by said lease, and upon which amount of capital stock, under the terms of said lease, no dividends are paid or are payable.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,534,478 76	\$1,552,115 76

Equipment : Furnished by Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington to Morrisville	26.6 miles.
Length of main line of road laid	26.6 "
Length of main line of road laid in Pennsylvania	26.6 "
Length of double track of road	26.4 "
Length of sidings	13.55 "
Gauge of road	4 ft. 9½ inches.
Weight of rail per yard on main track : Varies from 57 to 70 pounds per yard.	
Branch roads owned by the company	None.

Roads worked in connection with road of this company, viz : Connecting railway, 6 miles ; Frankford and Holmes- burg, 4 miles.	
Number of engine houses	4
Number of iron and stone bridges and tunnels.....	None.
Number of wooden bridges, (total length in feet, 2,506,)..	57
Number of culverts, (total length in feet, $27\frac{8}{10}$).....	2
Number of railroads crossed, (Philadelphia and Reading rail- road company,).....	1
Number of stations on main road : Passenger, 21 ; freight, 13 ; total.....	34
Number of wood and water stations on main road : One wood and four water.	
Value of real estate held by the company exclusive of road- way	\$329,626 09
How is track laid, and on what foundation ? On cross-ties, gravel ballast.	
Length of miles laid with steel rail, single track.....	34

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	456,466
Number of miles run by freight and coal trains.....	405,063
Number of through passengers for the year on main road..	898,225
Number of passengers (all classes) carried in cars.....	1,757,720 ²
Number of tons of 2,000 pounds of through freight for the year on main road.....	1,639,918
Number of passengers carried one mile.....	31,872,752
Number of tons of freight carried one mile.....	53,265,552
Number of passengers carried one mile in the State of Penn- sylvania	37,872,752
Number of tons of freight carried one mile in the State of Pennsylvania	53,265,552
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,765,336
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops.....	35
Average rate of speed adopted by freight trains, including stops.....	15
Weight of first class passenger engines.....	74,300 pounds.
Weight of freight engines.....	77,500 "

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	119,422	July, 1874	169,161 $\frac{1}{2}$
February, 1874..	112,452 $\frac{1}{2}$	August, 1874.....	168,856 $\frac{1}{2}$
March, 1874.....	132,464	September, 1874.....	164,684 $\frac{1}{2}$
April, 1874.....	139,422	October, 1874	164,227
May, 1874.....	153,234 $\frac{1}{2}$	November, 1874	140,005 $\frac{1}{2}$
June, 1874.....	154,115 $\frac{1}{2}$	December, 1874.....	139,675

The amount of freight, specifying the quantity in tons:

Total tons.....	1,765,336
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The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 $\frac{3}{10}$ cents.
For first class way passengers.....	3 $\frac{6}{10}$ "
For second class through passengers.....	2 $\frac{1}{2}$ "
For emigrant through passengers.....	1 $\frac{3}{10}$ "

The rate per ton (of 2,000 pounds,) per mile charged for freight:

For through and local freight and coal per ton per mile....	1 $\frac{353}{1000}$ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$331,597 29	\$171,261 12	\$160,336 17
Taxes on real estate.....	6,491 76	3,396 44	3,095 32
Total.....	338,089 05	174,657 56	163,431 49
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$44,252 69	\$28,580 88	\$15,671 81
Repairs of passenger and baggage cars.....	39,224 83	39,224 83	.....
Repairs of freight cars.....	49,115 33	.....	49,115 33
Repairs of tools and machinery in shops.....	859 22	429 62	429 60
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	30,876 09	15,438 02	15,438 07
Total.....	164,328 16	83,673 35	80,654 81
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$10,194 46	\$5,344 05	\$4,850 41
Agents and clerks.....	53,446 91	24,316 90	29,130 01
Labor—loading and unloading freight.....	30,323 27	.....	30,323 27
Porters, watchmen and switchtenders.....	25,864 61	17,986 13	7,878 48
Car cleaning and inspecting, furniture and fixtures.....	9,649 96	6,364 08	3,285 88
Wood and water station attendance.....	6,417 26	3,208 62	3,208 64
Conductors, baggage-masters and brakemen.....	80,964 22	34,508 48	46,455 74
Engineers and firemen.....	56,681 34	30,197 59	26,483 75
Fuel, and cost of preparing for use.....	147,817 83	65,686 21	82,131 62
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	10,391 96	5,603 02	4,788 94
Telegraph, mail and station expenses.....	22,713 81	11,891 86	10,821 95
Loss and damage of goods and baggage.....	7,280 87	3,337 35	3,943 52
Tolls over other roads.....	124,244 17	62,122 10	62,122 07
Shoveling snow.....	1,149 54	574 77	574 77
Damage for injury of persons.....	13,018 00	13,018 00	.....
General superintendence.....	2,205 00	1,102 50	1,102 50
Contingencies, including steamboat service.....	40,081 42	39,364 77	716 65
Total.....	642,444 63	324,626 43	317,818 20
Grand total.....	1,144,861 84	582,957 34	561,904 50

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

Passengers.....	\$1,060,014 76
Freight	720,712 49
Mail and express.....	117,036 21
Miscellaneous.....	16,582 70
Total	<u>1,914,346 16</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	None.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$1,144,861 84
For dividends.....	49,410 00
For interest, miscellaneous, surplus fund and municipal taxes.....	None
For State taxes on tonnage and taxes on Connecting rail- way	7,099 24
Total	<u>1,201,371 08</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 ^{54.8} / ₁₀₀₀ cents.
Cost per ton freight per mile, proximate average.....	1 ^{6.1} / ₁₀₀₀ “

What express companies run on your road, and on what terms ? Adams Express.

What transportation companies run on your road. None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	4	18
Employees.....	3	6
Others	6	12
Total.....	<u>13</u>	<u>36</u>

Of the above, 3 passengers were killed and 18 injured at Cornwell, the switchman becoming bewildered turned the switch the wrong way. The other passenger was killed in consequence of the caboose car in which he was upsetting, a portion of the train having run off the track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Strickland Kneass	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
John M. Kennedy	Philadelphia, Pa.
Samuel T. Bodine	Philadelphia, Pa.
Thomas A. Scott	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
George B. Roberts	Philadelphia, Pa.
G. Morris Dorrance	Bristol, Pa.
Wistar Morris	Philadelphia, Pa.
Alex. J. Derbyshire	Philadelphia, Pa.
Alex. Biddle	Philadelphia, Pa.
N. Parker Shortridge	Philadelphia, Pa.
Strickland Kneass, President	Philadelphia, Pa.
Floyd H. White, Secretary and Treasurer	Philadelphia, Pa.

PHILADELPHIA, WILMINGTON AND BALTI-MORE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Philadelphia, Wilmington and Baltimore railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*
A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }
27th day of January, 1875. }

HUGH COLLINS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$11,524,250 00
Amount paid in as by last report	11,507,750 00
Total amount now paid in of capital stock	11,524,250 00
Funded debt as per last report	2,218,500 00

The amount now of funded debt, (classified and date of maturity,) as follows :

1st mortgage bonds, convertible, (date of maturity, July 1, 1884,)	\$302,000 00	
Bonds, (date of maturity, April 1, 1876,)	400,000 00	
Bonds, (date of maturity, April 1, 1887,)	1,000,000 00	
Bonds, (date of maturity, Oct. 1, 1892,)	500,000 00	
		<hr/>
		\$2,202,000 00
Floating debt as per last report		28,749 34
The amount now of floating debt		154,874 51
Total amount now of floating and funded debt		2,356,874 51
Rate per cent. per annum of interest on funded debt: 1st mortgage		6 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July		4 per cent.
Number of shares of stock issued		230,485
Par value of each share		\$50 00
Average market value during the year, about		53 00
Amount paid in on each share		50 00
Amount of capital on which the respective dividends were declared: January 8, 1874, \$11,507,750; July 3, 1874, \$11,522,750.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	\$11,814,765 89	\$11,939,346 05

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Baltimore	94.91 miles.
Length of main line of road laid	94.91 "
Length of main line of road laid in Pennsylvania	17.81 "
Length of double track of road	81.25 "
Length of sidings	46.70 "
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	57 to 60 lbs.
Branch roads owned by the company and their length, viz:	
Port Deposit branch	32⅔ miles.
Roads worked or leased by the company, viz: Southwark, New Castle and Wilmington, New Castle and Frenchtown, and Delaware railroads, and Smyrna branch of Delaware railroad company.	
Number of engine houses and shops: 5 engine houses, 3 shops.	

RAILROAD REPORT.

433

Number of engines.....	72
Number of first class passenger ears, (average cost of each, \$4,000,) 22 twelve-wheeled; 93 eight-wheeled; total...	115
Number of second class passenger ears	None.
Number of baggage, mail and express ears, (average cost of each, \$1,800,).....	45
Number of freight ears, (average cost of each, \$690,)....	1,198
Miscellaneous ears.....	13
Number of coal, ore, stone and caboose ears.....	None.
Number of iron bridges, (total length in feet, 1,736,).....	15
Number of wooden bridges, (total length in feet, 12,898,)..	31
Number of stone bridges, (total length in feet, 1,147,)....	34
Number of culverts, (total length in feet, 732,).....	172
Number of railroads crossed.....	7
Number of stations on main road: Passenger, 52; freight, 39; total.....	91
Number of wood and water stations on main road.....	13
Value of real estate held by the company exclusive of roadway: In Pennsylvania, estimated at.....	\$70,000
Number of tunnels.....	None.
How is track laid, and on what foundation? Gravel and stone.	
Length in miles laid with steel rail.....	130.76

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	754,293
Number of miles run by freight trains.....	593,243
Number of miles run by construction trains.....	23,389
Number of through passengers for the year on main road..	354,106
Number of passengers (all classes) carried in ears.....	2,181,764
Number of tons of 2,000 lbs. of through freight for the year on main road.....	231,733
Number of passengers carried one mile.....	66,584,796
Number of tons of freight carried one mile.....	36,258,621
Number of passengers carried one mile in the State of Pennsylvania.....	41,979,235
Number of tons of freight carried one mile in the State of Pennsylvania	1,859,411
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	319,748
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	26

Average rate of speed adopted by freight trains, including
stops: Through, 18 and 12; way, 8.

Weight of first class passenger engines. 24 to 33 tons.

Weight of freight engines. 29 to 35 "

Monthly statement of passengers (all classes) carried in cars:

November, 1873.	161,971	May, 1874.	185,172
December, 1873.	164,216	June, 1874.	190,909
January, 1874.	224,864	July, 1874.	218,936
February, 1874.	130,242	August, 1874.	208,923
March, 1874.	161,568	September, 1874.	186,848
April, 1874.	161,601	October, 1874.	186,514

The amount of freight, specifying the quantity in tons:

Anthracite coal.	58,895	Stone and lime.	39,806
Bituminous coal.	2,068	Agricultural products.	35,520
Petroleum and other oils.	17,803	Merchandise and manufactures.	57,016
Pig iron.	12,566	Live stock.	3,769
Railroad iron.	11,576	Lumber.	21,381
Other iron or castings.	29,704	Other articles.	13,451
Iron and other ores.	16,193		

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers.	3 cents.
For first class way passengers.	3½ "
For second class through passengers.	2 "
For second class way passengers.	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile.	1.81 cents.
For through coal, per ton per mile.	1.75 "
For local freight, per ton per mile.	3.65 "
For local coal, per ton per mile.	3 "

RAILROAD REPORT.

435

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$451,985 87	\$316,390 11	\$135,595 76
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$75,879 73		\$33,387 08
Repairs of passenger and baggage ears	72,029 70	\$42,492 65	21,608 91
Repairs of freight ears	19,773 97	50,420 79	19,773 97
Repairs of tools and machinery in shops.....	17,937 49	12,556 24	5,381 25
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	27,965 44	16,779 26	11,186 18
Total.....	213,586 33	122,248 94	91,337 39
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$745 40	\$521 78	\$223 62
Agents and clerks; labor—loading and unloading freight, included below.....			
Porters, watchmen and switch tenders	62,448 69	43,714 08	18,734 61
Car cleaning and inspecting, furniture and fixtures, wood and water station attendance, conductors, baggage masters and brakemen, engineers and firemen, included below.....			
Fuel and cost of preparing for use	143,907 43	86,344 46	57,562 97
Oil and waste for engines and tenders, passenger, baggage and freight ears, included above.....			
Telegraph, mail and station expenses, loss and damage of goods and baggage, tolls over roads, and use of freight ears, included below.....			
Shoveling snow.....	2,778 55	1,944 39	833 56
Damage for injury of persons, and to property, including damage by fire and cattle killed on road, included below.....			
General superintendence	854,621 51	512,772 91	341,848 60
Total.....	1,084,501 58	645,298 22	419,203 36
Grand total.....	1,730,073 78		

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express	Miscellane- ous.	Total.
November, 1873....	\$131,379 67	\$52,209 06	.....	.....	\$183,588 73
December, 1873....	131,136 38	64,981 99	.....	.....	196,118 37
January, 1874.....	139,406 88	68,157 72	.....	.....	207,564 60
February, 1874....	127,372 33	59,083 54	.....	.....	136,455 87
March, 1874.....	135,808 53	66,323 99	.....	.....	202,132 52
April, 1874.....	141,329 11	73,428 15	.....	.....	214,757 26
May, 1874.....	145,032 72	63,208 54	.....	.....	208,241 26
June, 1874.....	150,977 46	72,172 48	.....	.....	123,149 94
July, 1874.....	155,153 41	68,528 52	.....	.....	224,681 93
August, 1874.....	156,078 61	94,199 43	.....	.....	250,278 04
September, 1874...	151,713 06	93,485 63	.....	.....	245,198 69
October, 1874.....	153,623 79	114,526 11	.....	.....	298,143 90
Total.....	1,713,011 95	890 305 16	*\$127,279 02	†\$71,038 76	2,801,634 89

SUMMARY OF PAYMENTS.

For construction and equipment Nothing.
 For maintaining the road, &c.—repairs of machinery and
 operating the road \$1,730,073 78
 For dividends 921,220 00
 For interest 126,809 91
 For miscellaneous, municipal and State taxes: Included
 in general expenses.

Cost of transportation:

Cost per passenger per mile, proximate average 1.54 cents.
 Cost per ton freight per mile, proximate average 1.77 "

What express companies run on your road, and on what terms? Adams
 express company.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers . . . . .	..	1
Employees	3	3
Others	12	7
Total	15	11

*Expresse, \$81,245 63; mail, \$46,033 34. †Rents, \$10,660 43; miscellaneous, \$60,378 33.

1873.

November 7. H. King, while walking on the track at Thurlow, was struck and killed by a passenger train.

November 22. J. Kelley, killed by jumping off freight train at Stemmer's Run.

December 16. Unknown man, while walking on the track near Principio, was struck by a shifting engine ; one leg broken and jaw fractured.

1874.

January 14. James Toomey, killed, and John Timlin, injured, (employees,) by shifting engine running off the track in Wilmington.

February 14. Otho Newland, agent, killed while crossing the track in front of a passenger train at Charlestown.

February 21. D. Speakman, (employee,) was run over by a passenger train at Wilmington ; leg badly injured.

March 6. G. Wingate, walking on track near Stanton, was killed by a passenger train.

March 18. J. Coyle, walking on track near Newport, was killed by a passenger train.

April 1. M. Bonnor, freight brakeman, had an arm broken by being thrown off a train at Wilmington.

June 3. Frank S. Kesler, aged five years, struck and fatally injured by a passenger train at Arsenal.

June 12. Mrs. Shackenbach, seriously hurt by jumping from a passenger train, while in motion, at Havre de Grace.

June 16. A child named Michael Dougherty, aged four years, struck by a passenger train in Wilmington ; foot badly injured.

July 8. Mary O'Connor, aged 2 years, killed while crossing the track in front of a passenger train, Wilmington.

July 16. Lawrence Coulter, flagman, killed while attempting to get on an engine at Southwark depot.

July 31. A man named Mitchell killed while attempting to get on a freight train in Wilmington.

August 10. Sallie Sinon and Annie Keeley, killed, E. E. Norris, W. Harkins and Daniel Keeley, injured, while crossing the track in a carriage in front of a passenger train at Newark.

August 22. Pedro Paoli and C. Majola, while walking on track, near Crum Lyne, were killed by passenger train.

September 4. A boy, named T. Henry, in attempting to jump from freight train, at Philadelphia, was run over, cutting off his left leg and crushing his left arm.

September 9. William Robinson, while riding on top of passenger car was struck by overhead bridge, near Sharon Hill, and killed.

October 9. James Cusick, had his arm broken at Wilmington, by falling against car of moving train.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
Isaac Hinekley.....	Philadelphia, Pa.
Samuel M. Felton.....	Thurlow, Pa.
William Sellers.....	Philadelphia, Pa.
Samuel Welsh.....	Philadelphia, Pa.
Samuel Harlan, Jr.....	Philadelphia, Pa.
Jesse Lane.....	Wilmington, Del.
Joseph Bringhurst.....	Wilmington, Del.
Thomas Kieslo.....	Baltimore, Md.
Enoch Pratt.....	Baltimore, Md.
Thomas Donaldson.....	Baltimore, Md.
Thomas Whitridge.....	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
Jacob Tome.....	Port Deposit, Md.
Nath. Thayer.....	Boston, Mass.
William Minot.....	Boston, Mass.
Isaac Hinekley, President.....	Philadelphia, Pa.
Alfred Horner, Secretary and Treasurer.....	Philadelphia, Pa.

PHILADELPHIA AND CHESTER COUNTY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Tryon Lewis, president, and W. C. Pritchett, treasurer, of the Philadelphia and Chester County railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

TRYON LEWIS, *President.*

W. C. PRICHETT, *Treasurer.*

Affirmed and subscribed before me, this }
 31st day of December, 1874. }

JOHN URIAN, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	84,450 00
Amount paid in as by last report.....	31,210 00
Total amount now paid in of capital stock.....	35,220 00
The amount now of floating debt.....	13,900 00
Number of shares of stock issued.....	None.
Par value of each share	\$50 00
Average market value during the year, and amount paid in on each share.....	No record.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction.....	\$61,577 65	\$61,577 65

No work having been done since October, 1873.

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Philadelphia to Downingtown <i>via</i> West Chester.....	30 miles.
Proposed length of main line of road laid, and proposed length of main line of road laid in Pennsylvania.....	None.
Proposed gauge of road.....	4 ft. 8½ in.
Number of miles of road graded, about.....	4 miles.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Evans.....	White Horse, Chester co., Pa.
S. R. Downing.....	West Chester, Pa.
Thomas S. Cox.....	Sugartown, Chester co., Pa.
Barton D. Evans.....	West Chester, Pa.
Levi Lukens.....	Upper Darby, Delaware co., Pa.
Tryon Lewis.....	Radnor, Delaware co., Pa.
Thomas H. Powers.....	Philadelphia, Pa.
Enos Williamson.....	Newtown Square, Delaware co., Pa.
R. Johnson.....	Philadelphia, Pa.
John M. Pomeroy.....	Pomeroy, Chester co., Pa.
William P. Thomas.....	Newtown Square, Delaware co., Pa.
W. C. Pritchett.....	Philadelphia, Pa.
Tryon Lewis, President.....	Radnor, Delaware co., Pa.
J. H. M'Keehan, Secretary.....	Philadelphia, Pa.
W. C. Pritchett, Treasurer.....	Philadelphia, Pa.

PHILADELPHIA AND MERION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally, appeared G. B Roberts, president, and Albert Hewson, treasurer, of the Philadelphia and Merion railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed) G. B. ROBERTS, *President.*
ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
15th day of February, A. D. 1875. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	12,500 00
Total amount now paid in of capital stock.....	1,250 00
The amount now of funded debt.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
No dividends.	
Number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$5 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$735 00

CHARACTERISTICS OF ROAD.

Length of main line of road: Not determined; location not completed.	
Length of main line of road laid.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. D. Barclay.....	Philadelphia, Pa.
John P. Green.....	Philadelphia, Pa.
Joseph Lesley.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
William M. Spackman.....	Philadelphia, Pa.
William J. Howard.....	Philadelphia, Pa.
(Vacancy.)	
Edmund Smith.....	Philadelphia, Pa.
G. R. Roberts, President. 233 S. 4th st., Philadelphia, Pa.	
Albert Hewson, Sec'y and Treas..... 650 S. 4th st., Philadelphia, Pa.	

PICKERING VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Pickering Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, }
 this 30th day of January, 1875. }

WM. M'LEAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	96,850 00
Amount paid in as by last report.....	92,875 00
Total amount now paid in of capital stock.....	92,875 00
Funded debt as per last report.....	332,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, April 1, 1900,).....	332,300 00
Floating debt as per last report.....	161,362 90
The amount now of floating debt.....	191,776 69
Total amount now of floating and funded debt.....	524,076 69
Rate per cent per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued, full paid.....	1,779
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share issued.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$474,551 54</u>	<u>\$475,149 04</u>

Equipment furnished by the Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD

Length of main line of road, from Phoenixville to Byers...	11.3 miles.
Length of main line of road laid.....	11.3 "
Length of main line of road laid in Pennsylvania.....	11.3 "
Length of double track of road.....	None.
Length of sidings.....	.5 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned, worked or leased by the company...	None.
Number of engine houses and shops.....	1
Number of iron bridges, (total length in feet, 66).....	3
Number of wooden bridges, (total length in feet, 170)....	2
Number of stone bridges, and number of railroads crossed,	None.
Number of culverts, (total length in feet, 1,636).....	39
Number of stations on main road: Passenger and freight,	9
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road-way	\$800 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? Wooden cross-ties, broken cinder and stone ballast.	

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
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RECEIPTS ON LEASE ACCOUNT.

MONTHS.	Passengers.	Freight.	Coal.	Miscellaneous.	Total.
December, 1873.....	\$229 58	\$101 24	\$22 02	\$16 70	\$369 54
January, 1874.....	209 88	115 14	11 05	16 66	352 73
February, 1874.....	209 05	102 49	17 20	17 78	346 52
March, 1874.....	227 75	132 66	16 74	25 14	402 29
April, 1874.....	212 52	143 35	13 58	29 00	398 45
May, 1874.....	236 01	159 83	18 55	37 43	451 82
June, 1874.....	221 83	125 34	16 10	47 48	410 75
July, 1874.....	266 97	106 26	12 68	42 65	428 56
August, 1874.....	338 91	120 12	38 76	36 08	533 87
September, 1874.....	258 60	94 67	55 72	32 40	441 39
October, 1874.....	213 57	122 28	61 13	28 25	425 23
November, 1874.....	199 33	119 77	38 11	25 48	382 69
Total.....	2,824 00	1,443 15	321 64	355 05	4,943 84

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$597 50
For maintaining the road, &c.—repairs of machinery and operating the road.....	Nothing.

For discount and interest.....	\$10,336 17
For interest on bonded debt.....	23,251 00
For miscellaneous—contingent expenses.....	1,067 53
For surplus fund and municipal taxes.....	Nothing.
For State taxes.....	586 68
Total	<u>35,848 88</u>

All returns not given in this report will be included in the returns made by the Philadelphia and Reading railroad company, lessees.

Date of lease, September 1, 1871, for a term of twenty-nine years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Levi Prizer.....	Chester Springs, Pa.
Elias Oberholtzer.....	Cambria, Pa.
John Oberholtzer.....	Cambria, Pa.
Daniel Keeley.....	Uwchlan, Pa.
H. K. Brownback.....	Uwchlan, Pa.
Jos. J. Tustin.....	Chester Springs, Pa.
Jacob Beerbrower.....	Uwchlan, Pa.
Adam Raby.....	Kimberton, Pa.
John Jones.....	Phoenixville, Pa.
Samuel Kreamer.....	Phoenixville, Pa.
Levi B. Kaler.....	Phoenixville, Pa.
Samuel Holman.....	Chester Springs, Pa.
James Boyd.....	Norristown, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.

PIT-HOLE VALLEY.

STATE OF PENNSYLVANIA, }
Crawford County, } ss:

Personally appeared J. H. Devereux, president, and F. E. Rittman, treasurer, of the Pit-Hole Valley railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) J. H. DEVEREUX, *President.*
F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, this }
17th day of December, 1874. }

J. H. CULBERTSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in as by last report.....	250,000 00
Total amount now paid in of capital stock.....	250,000 00
Funded debt as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1881,)...	100,000 00
Floating debt as per last report.....	24,254 91
The amount now of floating debt.....	31,726 99
Total amount now of floating and funded debt.....	131,726 99
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	500
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$101,764 67	\$101,945 67

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pit-Hole City to Oleopolis.....	7 miles.
Length of main line of road laid.....	7 "
Length of main line of road laid in Pennsylvania.....	7 "
Length of double track of road.....	None
Length of sidings.....	1 mile.
Gauge of road	4 ft. 9 $\frac{3}{4}$ inches.
Weight of rail per yard on main track: 56 lbs. on 6 miles ; 62 lbs. on 1 mile.	
Branch roads owned by the company and roads worked or leased by the company	None.
Number of engine houses and shops	1
Number of engines.....	2
Number of first class passenger cars.....	None.
Number of second class passenger cars, (worthless,).....	2
Number of baggage, mail and express cars, (worthless,)..	1
Number of freight cars: House cars, (cost, \$800,) 1 ; trucks, (average cost of each, \$600,) 7 ; total.....	8

Number of coal, ore, stone and caboose cars.	None.
Baggage car rented from U. S. rolling stock company.	
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,000,)	12
Number of culverts.....	3
Number of railroads crossed, and number of tunnels.....	None.
Number of stations on main road: Passenger and freight,	5
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road-way.....	\$300 00
How is track laid, and on what foundation? Cross-ties and gravel ballast.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains: Only one class of trains run on this road, which is a mixed train.....	8,400
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road,	1,119
Number of passengers (all classes) carried in cars.....	1,119
Number of tons of 2,000 lbs of through freight for the year on main road.....	7,112
Number of passengers carried one mile.....	7,251
Number of tons of freight carried one mile.....	49,684
Number of passengers carried one mile in the State of Pennsylvania.....	7,251
Number of tons of freight carried one mile in the State of Pennsylvania	49,684
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	7,112
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (trains all mixed,).....	12
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	27 "

Monthly statement of passengers (all classes) carried in cars :

November, 1873.....	40	May, 1874.....	74
December, 1873.....	126	June, 1874.....	100
January, 1874.....	79	July, 1874.....	95
February, 1874.....	92	August, 1874.....	100
March, 1874.....	137	September, 1874.....	107
April, 1874.....	103	October, 1874.....	66

The amount of freight specifying the quantity in tons :

Bituminous coal.....	349	Merchandise and manufactures....	23
Petroleum and other oils.....	3,930	Lumber.....	184
Other iron or castings.....	111	Other articles.....	2,324
Agricultural products.....	13		

The rate of fare for passengers charged for the respective classes per mile as follows :

For first and second class through and way passengers....	None.
For first class way passengers.....	7 cents.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For local freight, per ton per mile.....	24 cents.
For local coal, per ton per mile	11 "

EXPENSES.

[Allotted to freight and passenger transportation.]

Maintaining the road or real estate of the corporation :

Repairs or maintainance of way, including		
buildings	\$2,337 51	
Taxes on real estate	110 69	
		\$2,448 20

Repairs of machinery :

Repairs of engines, tenders, passenger, baggage and freight cars	974 36
--	--------

Operating the road :

Office expenses, stationery, &c	\$659 11	
Agents and clerks.....	664 23	
Porters, watchmen and switch tenders.....	349 38	
Conductors, baggage masters and brakemen,	1,386 00	
Engineers and firemen.....	1,654 87	
Fuel, and cost of preparing for use.....	852 16	
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	99 32	
Use of freight cars.....	1,075 95	
		6,714 02
Total		10,136 58

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	None.
---	-------

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Total.
November, 1873	\$72 80	\$202 44	\$23 38	\$580 00	\$878 62
December, 1873	64 00	196 53	22 30	80 00	362 83
January, 1874	37 20	253 71	21 15	.....	312 06
February, 1874	45 00	177 50	20 55	.....	243 05
March, 1874	64 85	217 15	21 19	22 00	325 19
April, 1874	51 00	297 50	25 04	.....	373 54
May, 1874	33 45	257 92	22 19	104 00	417 56
June, 1874	45 75	307 83	20 45	200 00	574 03
July, 1874	42 35	296 72	19 16	200 00	558 23
August, 1874	42 50	251 70	17 50	200 00	511 70
September, 1874	42 25	248 97	17 50	200 00	508 72
October, 1874	29 00	503 56	17 50	200 00	750 06
Total	570 15	3,211 53	247 91	1,786 00	5,815 59

SUMMARY OF PAYMENTS.

For construction and equipment	\$181 00
For maintaining the road, &c.—repairs of machinery and operating the road	10,136 58
For dividends, interest and surplus fund	None.
For miscellaneous	3,000 91
Total	13,318 49

Cost of transportation :

Cost per passenger, and per ton freight per mile, proximate average :
Cannot tell as trains are all mixed.

What express companies run on your road, and on what terms? Union
express company ran up to 31st July and left in disgust.

What transportation companies run on your road? None.

ACCIDENTS.

No one killed or hurt. The people living along this line and the employees being very careful.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. H. Devereux	Meadville, Pa.
Thos. Warnock	Meadville, Pa.
A. H. Steele	Titusville. Pa.
John M. Osborn	Urbana, O.
John T. Wann	Meadville, Pa.
John H. Dynes	Meadville, Pa.

(One vacancy.)

J. H. Devereux, President	Meadville, Pa.
J. F. Blair, Secretary	Greenville, Pa.
F. E. Rittman, Treasurer	Meadville, Pa.

PITTSBURG, CINCINNATI AND ST. LOUIS.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. Thaw, vice president, and Thos. D. Messler, comptroller, of the Pittsburg, Cincinnati and St. Louis railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WM. THAW, *Vice President.*

THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 4th day of March, 1875. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$13,500,000 00
Amount of stock subscribed.....	8,433,750 00
Amount paid in as by last report.....	8,433,750 00
Total amount now paid in of capital stock	8,433,750 00
Funded debt as per last report.....	15,010,585 99
The amount now of funded debt, (classified and date of maturity,) as follows:	
S. and I. 1st mortgage bonds, (date of maturity, January 1, 1884,).....	\$3,000,000 00
P., C. and St. L. 1st mortgage bonds, (date of maturity, August 1, 1890,)...	6,222,000 00
S. and I. 2d mortgage bonds.....	4,060 99
P., C. and St. L. 2d mortgage bonds, (date of maturity, April 1, 1913,)..	5,000,000 00
S. and I. 3d mortgage bonds.....	2,500 00
S. and I. income bonds.....	6,800 00
S. and I. Columbus and Newark division bonds, (due January 1, 1890,)	775,000 00
	<hr/> 15,010,360 99
Floating debt as per last report.....	372,181 04
The amount now of floating debt.....	1,233,623 26
Total amount now of floating and funded debt.....	16,293,984 25

Rate per cent. per annum of interest on funded debt: 1st mortgage S. and I., 6 per cent.; 2d mortgage S. and I., none; 1st mortgage P., C. and St. L., 7 per cent.; 2d mortgage P., C. and St. L., 7 per cent.; C. and N. division, 7 per cent.

Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	168,675
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$15,927,906 77	\$16,003,305 88
Equipment	3,754,437 57	3,750,577 35
Total cost.....	19,682,344 34	19,753,883 23

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Columbus, Ohio, (including one mile leased between Pittsburg and Washington turnpike,).....	193 miles.
Length of main line of road laid	193 "
Length of main line of road laid in Pennsylvania.....	35 $\frac{1}{4}$ "
Length of double track of road.....	15 $\frac{4}{10}$ "
Length of sidings between Pittsburg and Columbus.....	38 $\frac{9}{10}$ "
Gauge of road	4 feet 9 $\frac{1}{2}$ in.
Weight of rail per yard on main track: Steel, 60 pounds; iron, 60 and 64 pounds.	
Branch roads owned by the company and their length, viz: Cadiz branch, from Cadiz junction to Cadiz, 8 miles; sidings, 1 mile.	
Roads worked or leased by the company, viz: Chartiers railway, Little Miami railroad; Columbus, Chicago and Indiana Central railway, and Cincinnati and Muskingum Valley railway.	
Number of engine houses and shops: Engine houses, 6; shops, 3; total.	9
Number of engines.....	110
Number of first class passenger cars, (average cost of each, \$3,375,).....	28
Number of second class passenger cars, (average cost of each, \$2,000,)....	8

Number of baggage, mail and express cars, (average cost of each, \$1,500,).....	19
Number of freight cars: House cars, (average cost of each, \$700,) 1,208; trucks, (average cost of each, \$350,) 312; total.....	1,520
Number of coal, ore and stone cars, (average cost of each, \$500 00,)	102
Number of caboose cars, (average cost of each, \$870,)....	36
Number of iron bridges, (total length in feet, 3,728,).....	4
Number of wooden bridges, (total length in feet, 7,798,)..	50
Number of stone bridges, total length in feet, 2,648,).....	23
Number of culverts, (total length in feet, 1,445,).....	343
Number of railroads crossed.....	5
Number of stations on main road: Passenger, 79; freight, 61; total.....	140
Number of wood and water stations on main road.....	24
Value of real estate held by the company exclusive of roadway: Included in cost of road and equipment.	
Number of tunnels, (length of each, 1,393, 2,373, 327, 838, 351, 1,315, 945, 1,396, 1,290).....	9
How is track laid, and on what foundation? About one-third stone ballast, balance gravel and cinder?	
Length in miles laid with steel rail, single track.....	15 $\frac{6}{10}$ miles.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	629,867
Number of miles run by freight trains.....	2,306,087
Number of miles run by coal trains.....	79,815
Number of through passengers for the year on main road..	83,131
Number of passengers (all classes) carried in cars.....	672,220
Number of tons 2,000 lbs. of through freight for the year on main road.....	572,341
Number of passengers carried one mile.....	28,322,187
Number of tons of freight carried one mile.....	204,420,661
Number of passengers carried one mile in the State of Pennsylvania.	4,956,383
Number of tons of freight carried one mile in the State of Pennsylvania	35,773,616
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,471,207
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	25

Average rate of speed adopted by express trains, including stops	30
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	70,000
Weight of freight engines	75,500

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	50,618	July, 1874.....	55,763
February, 1874.....	46,929	August, 1874.....	57,090
March, 1874.....	56,322	September, 1874.....	61,599
April, 1874.....	54,656	October, 1874.....	67,206
May, 1874.....	58,715	November, 1874.....	51,182
June, 1874.....	55,561	December, 1874.....	56,579

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal, 425,344	Stone and lime.....	29,072
Petroleum and other oils.....	Agricultural products.....	375,521
Pig iron.....	Merchandise and manufactures..	237,029
Railroad iron.....	Live stock.....	167,382
Other iron or castings.....	Lumber.....	44,013
Iron and other ores.....	Other articles.....	91,664

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	2.60 cents.
For first class way passengers.....	3.25 “
For second class through passengers.....	2 “
For second class way passengers	None.

The rate per ton (of 2,000 pounds) per mile, charged for freight :

For through freight, per ton per mile	$\frac{8}{10}$ cents.
For through coal, per ton per mile.....	$\frac{8}{10}$ “
For local freight, per ton per mile	1 $\frac{6}{10}$ “
For local coal, per ton per mile.....	1 $\frac{6}{10}$ “

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$576, 028 16	\$225, 342 72	\$450, 685 44
Taxes on real estate: Included in municipal and State taxes.			
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$166, 764 19	\$43, 335 09	\$123, 429 10
Repairs of passenger and baggage cars.....	53, 700 29	53, 700 29	.....
Repairs of freight cars.....	134, 906 68	.....	134, 906 68
Repairs of tools and machinery in shops.....	23, 223 74	7, 741 24	15, 482 50
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	69, 041 65	23, 013 88	46, 027 77
Total.....	447, 636 55	127, 790 50	319, 846 05
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$16, 165 16	\$5, 388 39	\$10, 776 77
Agents and clerks.....	138, 903 86	46, 301 28	92, 602 58
Labor—loading and unloading freight.....	67, 730 90	.....	67, 730 90
Porters, watchmen and switch tenders.....	9, 758 26	3, 252 78	6, 505 48
Car cleaning and inspecting, furniture and fixtures.....	33, 307 79	13, 323 12	19, 984 67
Wood and water station attendance.....	13, 412 31	4, 470 77	8, 941 54
Conductors, baggage masters and brakemen.....	226, 949 23	80, 362 34	146, 586 89
Engineers and firemen.....	175, 729 55	39, 555 94	136, 173 61
Fuel, and cost of preparing for use.....	207, 128 68	40, 939 23	166, 189 45
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	44, 461 02	12, 048 92	32, 412 10
Telegraph, mail and station expenses.....	91, 024 09	30, 341 36	60, 682 73
Loss and damage of goods and baggage.....	8, 452 51	3, 371 43	5, 081 08
Use of freight cars.....	271 868 20	.....	271, 868 20
Shoveling snow.....	68 05	22 68	45 37
Damage for injury of persons.....	7, 247 75	3, 167 19	4, 080 56
Damage to property, including damage by fire and cattle killed on road.....	1, 774 09	591 36	1, 182 73
General superintendence.....	12, 744 73	4, 248 24	8, 496 49
Contingencies.....	187, 196 22	29, 065 40	58, 130 82
Total.....	1, 413, 922 40	316, 450 43	1, 097 471 97

RECEIPTS DURING THE YEAR.

From stockholders and sale of bonds.....	Nothing.
From other sources, increase in floating debt.....	\$911,442 22

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1874	\$51,089 35	\$239,370 07	\$8,265 54	\$43 37	\$298,768 33
February, 1874.....	49,889 10	216,883 60	8,483 84	124 99	275,381 53
March, 1874	65,511 35	240,193 94	10,435 31	149 38	316,289 98
April, 1874	58,656 47	253,317 85	10,581 60	273 82	322,829 74
May, 1874	65,481 65	200,737 96	11,283 55	290 51	277,793 67
June, 1874.....	67,256 93	208,801 58	9,985 05	122 75	286,166 31
July, 1874.....	67,675 78	197,324 77	8,781 26	268 75	274,050 56
August, 1874	76,036 70	227,823 98	9,616 85	197 75	313,675 28
September, 1874.....	92,334 63	212,262 14	12,234 18	118 75	316,949 70
October, 1874	85,321 42	272,116 26	11,292 99	689 20	369,419 87
November, 1874.....	62,742 70	186,995 85	9,963 77	120 05	259,822 37
December, 1874.....	61,030 69	197,489 53	3,435 00	213 85	262,169 07
Total.....	803,026 77	2,653,317 53	114,358 94	2,613 17	3,573,316 41

SUMMARY OF PAYMENTS.

For construction and equipment	\$71,538 89
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,537,587 11
For dividends.....	None.
For interest	722,005 78
For miscellaneous.....	1,114,679 94
For surplus fund.....	None.
For municipal and State taxes.....	38,946 91
Total	4,484,758 63

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 $\frac{364}{1000}$ cents.
Cost per ton freight per mile, proximate average.....	$\frac{914}{1000}$ "

What express companies run on your road, and on what terms? The Adams express company, \$124 95 per day, with additional charge per 100 lbs., for any excess weight carried daily over the amount of 4,000 lbs. eastward, and 16,000 westward.

What transportation companies run on your road, and on what terms? The through freight line of the Pennsylvania route, now owned by the Pennsylvania company, under various names, as Union Line, National Line and Allentown Line. They carry the through freight traffic at current rates, and are paid a pro rata for terminal expenses.

ACCIDENTS.

	Killed.	Injured.
Employees.....	5	7
Others	10	2
	—	—
Total.....	15	9
	—	—

1874.

January 14. Peter Gallagher, employee ; fell between cars at Mansfield, Pa. ; killed. No inquest.

January 23. J. D. Gardner, employee ; brake wheel broke at Haulins, Pa. ; face cut, thumb crushed and back injured.

February 6. Thomas Clonan, other ; walking on track near Walkers, Pa. ; killed. No inquest.

February 14. George Powers, employee ; coupling cars at Noblestown, Pa. ; rib broken.

February 19. John W. Ferguson, employee ; fell from the top of a car at Burgettstown ; killed. No inquest.

March 3. George Standnecker, other ; walking on track at Noblestown, Pa. ; killed. No inquest.

March 18. Thomas Cunningham, employee ; train ran into a slide of rocks ; back and shoulders badly bruised.

March 11. Thomas Murdock, other ; walking on track at Hays ; leg broken and head cut.

April 29. Peter Sutton, employee ; fell from train at Burgettstown, Pa. ; killed. No inquest.

May 11. J. D. Smith, employee ; train jumped the track at Fort Pitt ; concussion of brain.

June 1. Eliza J. M'Murray, other ; jumping on and off passenger cars while drilling the same at Pittsburg ; killed. Verdict of coroner's jury, "accidental death."

June 19. John Horner, other ; run over by unknown train at Primrose ; killed. Inquest held—verdict : "Came to his death by being run over by an unknown train, being intoxicated at the time."

June 23. David Simpson, employee ; fell on brake rigging at Pittsburg ; part of brake rigging penetrated his stomach.

July 17. George W. Dillon, employee ; coupling cars at Birmingham ; killed. Inquest held—verdict : "Accidental death."

July 19. James Berryhill, other ; attempting to get on freight train at Dinsmore, Pa. ; killed. No inquest.

July 22. Mrs. Ellen Cairns, other ; walking on track at Fort Pitt ; killed. No inquest.

August 19. Dom. Milletto, other; walking on track at Mansfield; rib fractured and neck cut.

August 22. Michael Burke, employee; hand car ran into a gravel train; thigh fractured.

August 24. Samuel Waters and Isaac Stewart, others; standing on track at Oakdale, Pa.; both killed. Inquest held—verdict: "Accidental death."

October 26. S. R. Hughes, other; standing on track in Pennsylvania railroad yard at Pittsburg, waiting for accommodation train; engine ran over and killed him.

November 6. Samuel Smith, employee; fell from a train at Camp Hill mines; killed. Inquest held—verdict: "Accidental death."

December 26. John Riley, other; in attempting to get on a train at Mansfield, Pa., fell under the wheels; killed.

December 21. H. M. Spayd, employee; coupling cars at Ingram, Pa.; arm badly crushed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
H. H. Houston.....	Philadelphia, Pa.
Thos. L. Jewett.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Hugh J. Jewett.....	New York, N. Y.
Robert Sherrard.....	New York, N. Y.
Wm. Thaw.....	Pittsburg, Pa.
J. N. M'Cullough.....	Pittsburg, Pa.
George W. Adams.....	Dresden, Ohio.
D. S. Gray.....	Columbus, Ohio.
Alfred Gaither.....	Cincinnati, Ohio.
Thos. A. Scott.....	President.
Wm. Thaw.....	2d Vice President.
J. N. M'Cullough.....	3d Vice President.
Thos. D. Messler.....	Comptroller.
John W. Renner.....	Acting Auditor.
M. C. Spencer.....	Treasurer.
Wm. H. Barnes.....	Secretary.
D. W. Caldwell.....	General Manager.
S. M. Felton, Jr.....	General Superintendent.
M. J. Becker.....	Chief Engineer.
W. L. O'Brien.....	Gen. Pass. and Ticket Agent.
Wm. Stewart.....	General Freight Agent.

PITTSBURG AND CASTLE SHANNON.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Milton D. Hays, president, and Josiah Reamer, treasurer, of the Pittsburg and Castle Shannon railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

M. D. HAYS, *President.*

J. REAMER, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of March, 1875. }

WM. LITTLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	961,600 00
Amount paid in as by last report.	446,920 80
Total amount now paid in of capital stock.	542,259 30
Funded debt as per last report	336,899 99
The amount now of funded debt, (classified,) as follows:	
1st mortgage bonds.....	291,156 47
Floating debt as per last report	136,996 69
The amount now of floating debt.....	104,032 79
Total amount now of floating and funded debt.....	395,189 26
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	19,232
Par value of each share	\$50 00
Average market value during the year	15 00
Amount paid in on each share.....	30 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$384,000 00	\$415,215 79
Equipment	70,426 83	87,336 59
Total cost.....	454,426 83	502,552 38

RAILROAD REPORT.

457

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Finleyville,	17 miles.
Length of main line of road laid, from Pittsburg to Castle Shannon.....	6 "
Length of main line of road laid in Pennsylvania	6 "
Length of double track of road	None.
Length of sidings	$\frac{7}{8}$ mile.
Gauge of road	40 inches.
Weight of rail per yard on main track.....	45 to 50 lbs.
Branch roads owned by the company and their length, viz:	
To mines.....	3 $\frac{1}{8}$ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	6
Number of first class passenger cars, (average cost of each, \$2,850,).....	3
Number of second class passenger cars, (average cost of each, \$400,)	4
Number of baggage, mail, express and caboose cars, iron and stone bridges, and number of railroads crossed.....	None.
Number of freight cars: Trucks, (cost, \$450,).....	1
Number of coal cars, (average cost of each, \$48,).....	416
Number of wooden bridges, (total length in feet, 1,530,)..	4
Number of culverts, (total length in feet, 300,)	4
Number of stations on main road: Passenger.....	14
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of roadway	\$261,312 52
Number of tunnels, (length of each, 1,740 and 1,766 feet,)	2
How is track laid, and on what foundation? Oak and locust ties 12 inch ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains, (no separate freight trains,)	21,084
Number of miles run by coal trains.....	33,100
Number of through passengers for the year on main road,	47,820
Number of passengers (all classes) carried in cars.....	67,703
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	139,843
Average rate of speed adopted by ordinary passenger and freight trains, including stops, (miles per hour,)	12
Weight of first class passenger engines, (tons,).....	12
Weight of freight engines, (tons,).....	7, 10 and 20

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	4,366	July, 1874.....	6,378
February, 1874.....	3,554	August, 1874.....	11,674
March, 1874.....	4,746	September, 1874.....	3,715
April, 1874.....	4,853	October, 1874.....	4,862
May, 1874.....	6,420	November, 1874.....	4,730
June, 1874.....	6,962	December, 1874.....	5,443

The amount of freight specifying the quantity in tons :

Bituminous coal.....	136,226
Other articles.....	3,617

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3.33 cents.
For first class way passengers.....	3.33 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

*For through freight.....	10 cents.
For through and local coal : Ship none but our own coal.	
*For local freight.....	15 cents.

*The rate for freight includes passage over our inclined plane.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight trans- portation.
Repairs or maintenance of way, including buildings.....	\$9,222 38	.....	\$9,222 38
Taxes on real estate.....	424 35	.....	424 45
Total.....	9,646 73	.....	9,646 73
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$666 52	\$100 00	\$566 52
Repairs of passenger and baggage cars.....	218 73	218 73	.....
Repairs of coal cars.....	4,208 87	.....	4,208 87
Total.....	5,094 12	318 73	4,775 39
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,158 91	.....	.....
Agents and clerks.....	8,740 00	.....	.....
Engineers and firemen, and other employees in transportation and moving of coal.....	51,719 25	.....	\$48,839 25
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,223 26	\$2,880 00	923 26
General superintendence.....	3,000 00	300 00	3,000 00
Contingencies.....	6,285 14	.....	6,285 14
Total.....	72,126 56	3,480 00	6,864 56

Receipts on construction and equipment account during the year :

From stockholders.....	\$95,338 50
From sale of bonds.	Nothing.
From other sources.....	387,075 54
Total	482,414 04

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
January, 1874.....	\$153 25	\$52 09	\$46,055 45	\$46,560 79
February, 1874.....	378 90	58 76	37,492 83	37,930 49
March, 1874.....	502 31	28 00	46,806 71	47,337 02
April, 1874.....	488 33	25 87	56,263 36	56,777 56
May, 1874.....	677 74	22 08	50,315 11	51,014 93
June, 1874.....	742 66	57 90	43,606 51	44,407 07
July, 1874.....	754 62	76 90	38,544 47	39,375 99
August, 1874.....	2,092 45	251 46	24,177 40	26,521 31
September, 1874.....	573 90	231 65	28,339 46	29,345 01
October, 1874.....	508 79	162 50	22,106 96	22,778 25
November, 1874.....	489 75	182 53	40,096 24	40,768 52
December, 1874.....	569 55	234 60	38,792 95	39,597 10
Total	8,232 25	1,384 34	472,797 45	482,414 04

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$48,125 55
For maintaining the road, &c.—repairs of machinery and operating the road.....	86,867 41
For dividends.....	None.
For interest.....	23,864 63
For miscellaneous, (operating mines and real estate busi- ness,).....	324,885 19
For surplus funds, (this includes real estate expenses and taxes,).....	1,662 82
For municipal taxes, (business tax,).....	125 00
For State taxes, (tonnage on coal,).....	577 77
Total	486,108 37
Total amount of surplus funds	\$1,662 82

Cost of transportation :

Cost per passenger per mile, promimate average, about...	2½ cents.
Cost per ton freight per mile, proximate average, (including incline service,) about.....	8 “

What express and transportation companies run on your road? None.

ACCIDENTS.

Killed.

Employees.....	1
Others	1
	<hr/>
Total.....	2
	<hr/>

1874.

January 16. ——— Bilebs, killed by coal cars falling over trestle bridge on branch road, occasioned by wheel breaking; very cold day; employec; boy.

January 16. John Warmbread, killed at same time and place with other boy; no employee.

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

H. M. Rolfe.....	Pittsburg.
Thos. J. Burchfield.....	Pittsburg.
Josiah Reamer.....	Pittsburg.
Wesley Wilson.....	Pittsburg.
D. O. Cunningham	Pittsburg.
Thos. N. Miller.....	Pittsburg.
F. T. Plunkett.....	Pittsburg.
James M. Taylor.....	Pittsburg.
John Zahn.....	Pittsburg.
James Kerr.....	Pittsburg.
Milton D. Hays, President.....	Pittsburg.
Josiah Reamer, Secretary and Treasurer.....	Pittsburg.
James Kerr, Vice President.....	Pittsburg.

PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Mendes Cohen, president, and Charles Donnelly, treasurer, of the Pittsburg and Connellsville railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

MENDES COHEN, *President.*CHAS. DONNELLY, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of March, 1875. }

JAMES BLACK, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	2,341,974 50
Amount paid in as by last report.....	1,960,682 45
Total amount now paid in of capital stock.....	1,960,682 45
Funded debt as per last report.....	9,500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Construction bonds, Turtle Creek Division, (date of maturity, August 1, 1889,).....	\$400,000 00
1st mortgage bonds, (date of maturity, July 1, 1898,).....	4,000,000 00
2d mortgage bonds, date of maturity, May 18, 1902,).....	5,000,000 00
Real estate bonds, (date of maturity, 1883,).....	100,000 00
	<hr/> 9,500,000 00
Floating debt as per last report.....	2,276,578 68
The amount now of floating debt.....	2,668,535 41
Total amount now of floating and funded debt.....	12,168,535 41
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 6 per cent.; others, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	38,857
Par value of each share.....	\$50 00
Average market value during the year.....	Not quoted.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$11,934,439 02	\$11,961,912 28
Equipment.....	709,835 05	466,724 99
	<hr/>	<hr/>
Total cost.....	12,644,274 07	12,428,637 27

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Cumberland, Md.....	149 $\frac{6}{10}$ miles.
Length of main line of road laid.....	145 "
Length of main line of road laid in Pennsylvania.....	142 "

Length of double track of road, (in actual use, 2.26 miles,)	4 miles.
Length of sidings	33 $\frac{7}{10}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 and 64 lbs.
Branch roads owned by the company and their length, viz :	
Hickman Run railroad, 1 $\frac{9}{10}$ miles.	
Roads worked or leased by the company, viz : Mount Pleasant and Broadford railroad, and Fayette County railroad.	
Number of engine houses and shops.....	8
Number of engines.....	26
Number of first class passenger cars, (average cost of each, \$4,000,)	15
Number of second class passenger cars	None.
Number of baggage, mail and express cars, (average cost each, \$2,500,)	7
Number of freight cars : House cars, (average cost of each, \$600,) 81 ; trucks, (average cost of each, \$500,) 79 ; total,	160
Number of stone cars, (average cost of each, \$500,).....	21
Number of caboose cars, (average cost of each, \$600,)...	22
Number of iron bridges, (total length in feet, 2,862,).....	25
Number of wooden bridges, over 24 feet span, (total length in feet, 232,).....	4
Number of stone bridges, over 24 feet span, (total length in feet, 25,)	1
Number of culverts.....	No record.
Number of railroads crossed.....	1
Number of stations on main road.....	70
Number of wood and water stations on main road.....	25
Value of real estate held by the company exclusive of road-way	\$110,890 98
Number of tunnels, (length of each, Brooke, 1,810 feet ; Blackman's, 168 feet ; Pinkerton, 1,050 feet ; and Sand Patch, 804 feet,)	4
How is track laid, and on what foundation ? On cross-ties resting on broken stone ballast.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	416,556
Number of miles run by freight trains.....	790,297
Number of miles run by ballast trains.....	56,047

Number of through passengers for the year on main road,	20,111
Number of passengers (all classes) carried in cars	936,501
Number of tons of 2,000 lbs. of through freight for the year on main road.....	153,977
Number of passengers carried one mile	13,318,544.
Number of tons of freight carried one mile.....	52,786,712
Number of passengers carried one mile in the State of Penn- sylvania.....	13,126,028
Number of tons of freight carried one mile in the State of Pennsylvania	51,350,469
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,233,967
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	33 tons.
Weight of freight engines.....	38 "

Monthly statement of passengers (all classes) carried in cars :

November, 1873	67,724	June, 1874.....	72,615
December, 1873.....	69,292	July, 1874.....	87,327
January, 1874.....	90,616	August, 1874.....	80,985
February, 1874	66,808	September, 1874.....	76,053
March, 1874.....	88,748	October, 1874.....	73,893
April, 1874.....	78,721		
May, 1874.....	83,719	Total	936,501

The amount of freight specifying the quantity in tons :

Coke	560,223	Agricultural products.....	18,283
Bituminous coal.....	368,829	Merchandise & manufactures,	60,923
Petroleum and other oils	6,575	Live stock.....	3,289
Pig iron	25,923	Lumber	47,625
Railroad iron.....	2,759	Other articles.....	6,203
Other iron or castings.....	38,063		
Iron and other ores	13,542	Total	1,233,767
Stone and lime.....	81,530		

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through passengers	2½ cents.
For first class way passengers.....	3½ "
For second class through passengers.....	1½ "
For second class way passengers.....	None carried.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile.....	1 $\frac{3}{10}$ cents.
For through coal, per ton per mile.....	1 $\frac{2}{10}$ "
For local freight, per ton per mile.....	2 $\frac{4}{10}$ "
For local coal, per ton per mile.....	1 $\frac{8}{10}$ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$384,033 70
---	--------------

Repairs of machinery :

Repairs of engines and tenders.....	\$97,951 58
Repairs of passenger and baggage cars.....	24,503 07
Repairs of freight, caboose, hand and ballast cars.....	55,724 47
Repairs of tools and machinery in shops.....	15,071 34
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	60,070 29
Total	253,320 75

Operating the road :

Office expenses, stationery, &c.....	\$12,287 77
Agents, clerks and labor—loading and unloading freight..	75,104 25
Switch tenders.....	3,989 20
Car cleaning.....	4,986 14
Wood and water station attendance	2,621 06
Conductors, baggage masters and brakemen.....	97,367 22
Engineers and firemen	71,369 05
Fuel.....	46,238 76
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	13,326 95
Telegraph, mail and station expenses.....	27,940 08
Loss and damage of goods and baggage.....	953 84
Use of cars and engines.....	198,577 41
Damage for injury of persons.....	4,987 89
Damage to property, including damage by fire and cattle killed on road.....	2,811 85
General superintendence, contingencies and other items, not enumerated	76,318 45
Total	638,879 92

We can make no allotment that would give satisfactory results.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds.....	Nothing.
From other sources, transferred to profit and loss for depreciation.....	\$243,110 06
Total	243,110 06

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
November, 1873.....	\$23,685 88	\$71,134 42	\$3,258 92	\$98,079 22
December, 1873.....	26,888 47	71,889 87	5,470 33	104,248 67
January, 1874.....	31,491 63	78,904 63	2,513 48	112,909 74
February, 1874.....	23,041 92	78,611 04	2,587 14	107,240 10
March, 1874.....	32,350 92	89,550 73	2,544 10	124,445 75
April, 1874.....	31,450 85	97,844 49	2,996 59	132,291 93
May, 1874.....	31,871 93	105,471 45	2,558 77	139,902 15
June, 1874.....	33,410 04	106,601 21	2,640 93	142,652 18
July, 1874.....	36,360 80	91,737 48	3,104 24	131,202 52
August, 1874.....	34,839 99	107,194 68	2,490 11	144,524 78
September, 1874.....	32,637 71	100,672 27	2,643 12	135,953 10
October, 1874.....	33,559 76	109,940 67	9,174 23	152,674 66
Total.....	374,589 90	1,109,552 94	41,981 96	1,526,124 80
Less drawbacks and overcharges.....				30,719 88
				1,495,404 92

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$27,473 26
For maintaining the road, &c:—repairs of machinery and operating the road.....	1,276,234 37
For dividends, surplus fund and United States taxes.....	None.
For interest.....	833,548 57
For miscellaneous	11,900 12
For municipal taxes	4,343 92
For State taxes.....	15,227 24
Total	2,168,727 48

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average :
The accounts have not been kept in such a manner as to give an answer.

What express companies run on your road and on what terms? Adams express company.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	5
Employees.....	11	18
Others.....	7	13
	—	—
Total.....	<u>18</u>	<u>36</u>

1873.

November 1. James Brady, passenger, had leg fractured by jumping from M'Keesport accommodation, while in motion, at Port Perry.

November 1. James M'Clearey, laborer on ballast train, fatally injured by being caught between the cars at Indian creek.

November 8. James M'Nally, laborer in the employ of the Pittsburg gas works, killed at Linden station whilst attempting to cross the track ahead of express train.

December 13. Seaf Penny, deaf man, walking on track at Alpsville, was struck by engine of accommodation train, and slightly injured.

1874.

January 3. Thos. Allen, fireman, fatally injured by train running into slide of rocks near Riverton.

January 13. Isaac Wortman, boy, climbed on ear while train was standing at Dunbar station; had leg injured by being caught between the bumpers.

January 19. James M'Cann, brakeman, fell from top of box car at Mount Savage junction, while train was in motion, receiving severe bodily injuries.

January 25. William Hurst, engine watchman, caught between engine and car, and fatally injured while trying to make coupling at Ohio Pyle.

January 26. J. Joslyn, brakeman, left arm bruised while trying to couple engine to car in Pittsburg.

January 31. John Greenwood, brakeman, had finger crushed while coupling engine to car at Sterling mines.

January 31. Robert Coleman, driving across track ahead of switching engine at Pittsburg, was struck by engine and injured about the head.

February 11. Michael Sullivan, switchman, fatally injured by being caught between bumpers of shifting engine and car in Pittsburg yard.

February 12. B. Warnock, brakeman, severely bruised about the head; fell from top of box car while train was entering Sand Patch tunnel.

March 3. — M'Carroll, intoxicated and sitting on track, was struck by Branch passenger train near Fayette station; injured about the head and body.

March 6. A. T. Jordan, brakeman, killed ; fell beneath the cars, while in motion, at Cumberland.

March 14. R. Lewis, foot crushed while trying to get on freight train in motion at Alpsville.

March 17. Joseph Reed, brakeman, hand crushed while coupling cars at Confluence.

March 17. Stewart Durbin, brakeman, bones of foot fractured ; fell from train while applying brakes at White Rock.

March 18. D. Harbaugh, brakeman, leg broken, cars running off track near West Overton.

March 20. George Minord, brakeman, hand crushed (necessitating amputation) while coupling cars at Valley Mines.

April 1. W. A. Berger, boy, foot crushed trying to steal coal from cars while in motion at Cumberland.

April 21. John Gilkey, instantly killed ; sitting on track, supposed to be intoxicated ; run over by freight train at Osceola.

April 21. Minnie Cupps, child, both hands crushed whilst creeping under cars at Shaner's.

May 1. Wm. Isner, brakeman, foot crushed while coupling cars at Ursina.

May 1. Nelson Clark, laborer on ballast train, foot mashed while trying to get on train when in motion at Indian Creek.

May 2. Robert Hudson, walking on track, was struck by engine of mail east at Frankstown, receiving severe injuries about the head.

May 9. John M'Alcer, track laborer, slightly injured about the head and body by stepping on track ahead of switching engine at Frankstown.

May 26. Jas. Johnston, brakeman, jaw fractured by pushing pole breaking while shifting cars at Confluence.

May 27. Patrick Madden, track laborer, killed, riding on hand car, and was run into by freight train near Garrett.

May 30. Wm. Douglass, brakeman, fingers crushed while coupling cars at Broadford.

June 4. Richard Mack and little daughter, Maggie Mack, aged 6 years, was run over and killed by freight train at Long Run ; father intoxicated and falling asleep on the track.

June 4. S. L. Frankenberger, brakeman, foot caught in jumping from pilot of engine and was crushed by track wheels passing over it at Broadford.

June 8. Lloyd Husted, engineer, killed at Indian Creek water station, caused by the coupling in forward freight train breaking and cars running backward into following train. Peter M'Allister, fireman, arm broken in same accident.

June 20. Thos. Pettigrew, fatally injured by being thrown against the cars, horse became frightened at a passing train while standing at road crossing near West Newton.

June 22. John Hutchie, asleep on track at Osceola, was struck by freight train, right hand severed from wrist and left arm fractured.

June 29. Nicholas Wickenbach, passenger, head fractured, jumped from accommodation train while in motion at city farm.

July 16. Thos. Mellinger, brakeman, instantly killed, fell from pilot of engine at Braddocks, engine and 10 or 12 cars passed over him.

July 18. Patrick Corley, head injured in attempting to get on accommodation train at Dunbar, while intoxicated slipped and fell to the ground.

August 1. James Miller, brakeman, hand fractured while trying to get on freight train while in motion at Laughlins.

August 2. C. Swank, brakeman, killed in Connellsville yard supposed to have fallen from box-car.

August 13. L. Kief, fatally injured, trying to cross track ahead of accommodation train at Copper Works.

August 14. Mrs. Cole received severe bodily injuries by attempting to cross track ahead of accommodation train near Dunbar.

August 25. Charles Keeler, brakeman, knocked from train by a projecting plank left by employees of Morgan & Co.'s coke works, head cut and shoulder bruised.

August 26. Michael Jarrett and Henry Swindall, passengers, had arms and hands bruised, through passenger train being struck by car standing out too far on siding at Laughlins, cars having been moved from place of safety by persons not in the employ of company.

September 14. Patrick Griffin, boy, instantly killed; fell under tank wheels of switching engine at M'Keesport.

September 25. Frank Brown, fireman, fatally injured by second section of freight train east running into first section at Williams station. J. M. Smith (colored) and J. C. Dick, who were stealing a ride, were also slightly injured in same accident.

October 7. John Spring, brakeman, finger crushed while coupling cars at Garrett.

October 17. Wm. M'Caun, laborer on ballast train, fatally injured by falling from train while in motion at Ursina.

October 24. Mary Sullivan, slight bodily injuries; struck while trying to cross the track ahead of freight train at Hazlewood.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Mendes Cohen	Baltimore, Md.
W. S. Bissell.....	Pittsburg, Pa.
G. L. B. Fetterman.....	Pittsburg, Pa.
William Baldwin.....	Pittsburg, Pa.
William Keyser.....	Baltimore, Md.
J. D. Smith.....	Baltimore, Md.
W. H. Perkins.....	Baltimore, Md.
H. G. Vickery.....	Baltimore, Md.
Hugh Sisson.....	Baltimore, Md.
Israel Cohen.....	Baltimore, Md.
G. R. Dennis.....	Frederick, Md.
Mendes Cohen, President.....	Baltimore, Md.
J. B. Washington Secretary.....	Pittsburg, Pa.
Charles Donnelly, Treasurer.....	Pittsburg, Pa.

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Geo. W. Cass, president, and F. M. Hutchinson, treasurer, of the Pittsburg, Fort Wayne and Chicago railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

G. W. CASS, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, 1875, by F. M. Hutchinson, Secretary and Treasurer. Witness my hand and official seal.

WILLIAM F. ROBB, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Regulated by charter, with power to increase from time to time.

Amount of stock subscribed, \$11,500,000,

and as capitalized..... \$19,714,285 71

Guaranteed special stock..... 4,100,000 00

————— \$23,814,285 71

Amount paid in as by last report..... 23,814,285 71

Total amount now paid in of capital stock :

Full stock.....	\$19,712,700 00
Scrip stock.....	1,585 71
Guaranteed special stock.....	4,100,000 00
	<hr/> \$23,814,285 71

Funded debt as per last report..... 13,554,000 00

The amount now of funded debt, (classified and date of maturity,) as follows :

1st mortgage bonds, (date of maturity, 1912,)	\$5,250,000 00.
2d mortgage bonds, (date of maturity, 1912,).....	5,160,000 00
3d mortgage bonds, (date of maturity, 1912,)	2,000,060 00
Equipment bonds, (date of maturity, 1884,)	1,000,000 00
P., F. W. and C. R. R. Co. construction bonds, (date of maturity, 1887,)	100,000 00
O. and P. bridge bonds, (date of maturity, 1876,)	25,000 00
	<hr/> 13,535,000 00

Floating debt as per last report..... 14,229 62

The amount now of floating debt..... 13,229 62

Total amount now of floating and funded debt..... 13,548,229 62

Rate per cent. per annum of interest on funded debt : 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends, cash..... 7 per cent.

Number of shares of stock issued..... 238,127

Par value of each share..... \$100 00

Average market value during the year..... 95 00

Amount paid in on each share..... 100 00

Amount of capital on which the respective dividends were declared..... , 23,814,285 71

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction.....	\$938,740 35	\$269,488 83
Equipment	625,975 85	94,523 11
	<hr/>	<hr/>
Total cost including real estate...	28,412,353 00	28,977,932 33
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Chicago....	468 $\frac{388}{1000}$	miles.
Length of main line of road laid.....	468 $\frac{388}{1000}$	"
Length of main line of road laid in Pennsylvania.....	48 $\frac{807}{1000}$	"
Length of double track of road.....	57 $\frac{67}{1000}$	"
Length of sidings.....	131 $\frac{462}{1000}$	"
Gauge of road.....	4 feet 9 $\frac{1}{4}$	in.
Weight of rail per yard on main track.....	60	pounds.
Branch roads owned by the company		None.
Roads worked or leased by the company, viz: New Castle and Beaver Valley, and Lawrence railroads.		
Number of engine houses and shops.....		25
Number of engines.....		278
Number of first class passenger cars, (average cost of each, \$3,000,).....		109
Number of second class passenger cars, (average cost of each, \$1,600,).....		26
Number of baggage, mail and express cars, (average cost of each, \$1,400,).....		55
Number of freight cars: House cars, (average cost of each, \$675,) 1,878; trucks, (average cost of each, \$675,) 1,242; total		3,120
Number of coal, ore and stone cars, (average cost of each, \$500,).....		2,035
Number of caboose cars, (average cost of each, \$725,)....		131
Number of iron bridges, (total length in feet, 5,312.43,)..		45
Number of wooden bridges, (total length in feet, 8,929,)..		78
Number of stone arch culverts of 15 spans and over, (total length in feet, 970,).....		40
Number of open culverts, from 6 to 25 feet spans, (total length in feet, 3,943,).....		260
Number of railroads crossed.....		22
Number of stations on main road: Passenger, 140; freight, 73; total.....		213
Number of wood and water stations on main road		54
Value of real estate held by the company exclusive of roadway: Included in construction and equipment.		
Number of tunnels.....		None.
How is track laid, and on what foundation? With fish-plate connections and ballasted with gravel and sand.		
Length in miles laid with steel rail.....		136.048

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,687,300
Number of miles run by freight trains.....	5,174,669
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road..	85,103
Number of passengers (all classes) carried in cars.....	2,253,542
Number of tons of 2,000 lbs. of through freight for the year on main road	809,139
Number of passengers carried one mile.....	91,716,685
Number of tons of freight carried one mile.....	462,862,068
Number of passengers carried one mile in the State of Pennsylvania	9,813,685
Number of tons of freight carried one mile in the State of Pennsylvania	49,451,050
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,299,120
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	31 tons.
Weight of freight engines, vary from.....	21 to 36 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874	170,347	July, 1874.....	206,687
February, 1874	158,002	August, 1874.....	203,493
March, 1874.....	190,175	September, 1874.....	203,553
April, 1874.....	181,257	October, 1874.....	217,013
May, 1874.....	185,970	November, 1874.....	176,696
June, 1874.....	187,769	December, 1874.....	172,580

The amount of freight specifying the quantity in tons :

Anthracite and bituminous coal,	407,963	Stone and lime.....	154,175
Petroleum and other oils.....	12,757	Agricultural products.....	298,752
Pig and bloom iron.....	201,308	Merchandise and manufactures,	244,857
Railroad iron.....	25,910	Live stock.....	389,527
Other iron or castings.....	105,942	Lumber.....	192,497
Iron and other ores.....	67,477	Other articles.....	197,955

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	3	cents.
For first class way passengers.....	3½	"
For second class through passengers.....	2 ¹⁵ / ₁₀₀	"
For second class way passengers.....		None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal, per ton per mile	1	cent.
For local freight and coal, per ton per mile	1 ⁸ / ₁₀₀	"

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$1,205,937 49	\$401,979 16	\$803,958 33
Taxes on real estate.....	269,077 59	89,692 53	179,385 06
Other taxes	4,443 68	1,481 22	2,962 46
Total	1,479,458 76	493,152 91	986,305 85
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$304,096 61	\$39,799 33	\$264,297 28
Repairs of passenger and baggage cars.....	186,534 06	186,534 06	.....
Repairs of freight cars.....	361,206 61	.....	361,206 61
Repairs of tools and machinery in shops.....	39,284 90	13,094 96	26,189 94
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	147,798 18	49,266 06	98,532 12
Total	1,038,920 36	288,694 41	750,225 95
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$106,867 83	\$35,622 61	\$71,245 22
Agents and clerks.....	270,842 76	90,280 92	180,561 84
Labor—loading and unloading freight.....	215,061 10	75,020 36	140,040 74
Porters, watchmen and switchtenders	48,245 45	16,081 81	32,163 64
Car cleaning and inspecting, furniture and fixtures	48,996 15	16,332 05	32,664 10
Wood and water station attendance.....	31,534 34	10,534 78	21,027 56
Conductors, baggage-masters and brakemen	411,770 72	220,596 00	191,174 72
Engineers and firemen.....	390,534 18	81,578 75	308,955 43
Fuel, and cost of preparing for use.....	453,547 43	124,470 29	329,077 14
Oil and waste for engines and tenders, passenger, baggage and freight cars	77,010 12	21,654 26	55,355 86
Telegraph, mail and station expenses.....	122,925 68	40,975 22	81,950 46
Loss and damage of goods and baggage	42,791 84	25,131 74	17,657 10
Use of freight cars.....	218,257 86	.....	218,257 86
Shoveling snow.....	2,663 65	887 88	1,775 77

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION—Continued.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Damage for injury of persons.....	\$5,204 93	\$1,734 97	\$3,469 96
Damage to property, including damage by fire and cattle killed on road.....	5,649 15	1,883 05	3,766 10
General superintendence.....	33,488 77	11,162 92	22,325 85
Contingencies.....	54,720 05	18,240 01	36,480 04
Total.....	2,540,119 01	792,169 62	1,747,949 39
Grand total.....	5,058,498 13	1,574,016 94	3,484,481 19

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Rent of railway.	Miscella- neous.	Total.
Jan., 1874 ...	\$149,632 99	\$591,949 93	\$24,616 50	\$8,241 26	\$2,332 26	\$776,772 94
Feb., 1874 ...	147,840 26	565,785 60	23,185 50	8,241 26	3,133 31	748,185 93
March, 1874.	196,883 24	579,649 04	24,139 50	8,241 28	2,641 46	811,554 52
April, 1874..	184,918 80	566,622 62	24,139 50	8,241 26	1,951 55	785,873 73
May, 1874...	197,923 69	463,380 50	24,139 50	8,241 26	2,884 57	696,569 52
June, 1874 ..	195,534 67	431,077 02	24,139 50	8,241 28	1,919 77	660,912 24
July, 1874...	202,961 65	377,291 69	24,616 50	8,241 26	1,824 74	614,935 84
Aug., 1874 ..	308,864 63	443,886 84	24,139 50	8,241 26	1,112 23	686,244 46
Sept., 1874 ..	239,052 59	435,945 79	24,139 50	8,241 28	2,486 60	709,865 76
Oct., 1874 ...	246,086 43	518,864 61	24,616 50	8,241 26	2,388 80	800,197 60
Nov., 1874...	190,816 73	447,130 04	23,662 50	8,241 26	904 54	670,755 07
Dec., 1874 ...	186,866 32	414,872 19	24,616 50	8,241 28	1,000 00	635,596 29
Total ...	2,347,382 00	5,836,455 87	290,151 00	98,895,20	24,579 83	8,597,463 90
Profit operating N. C. and B. V. R. R.						81,988 71
Deficit operating Lawrence railroad						8,679,452 61
						3,713 89
						8,675,738,72

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$364,011 94
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$5,058,498 13
Less taxes.....	273,521 27
	4,784,976 86
For dividends.....	1,667,000 00
For interest.....	1,071,800 00
For miscellaneous.....	90,000 00
For surplus fund	None.
For municipal taxes, included with State..	\$273,521 27
For taxes on bonds	2,555 38
For State taxes, capital stock.....	12,209 65
	288,286 30
For United States taxes.....	None.
Total.....	8,266,075 10
Excess of earnings over expenditures.....	\$409,663 62

Cost of transportation :

Cost per passenger per mile, proximate average	1 $\frac{7}{10}$ cents.
Cost per ton freight per mile, proximate average	$\frac{7.52}{1000}$ "

What express companies run on your road, and on what terms? Adams express, \$457 50 per day.

What transportation companies run on your road, and on what terms? Union line, for terms see note on report sent the State for 1870, which is written in full.

ACCIDENTS IN PENNSYLVANIA.

	Killed.	Injured.
Passengers.	1	1
Employees.	5	12
Others.	8	20
	—	—
Total.	<u>14</u>	<u>33</u>

1874.

February 7. Jno. Hemingray, peddler, Sewickley, attempted to get off freight train in motion, killed.

February 17. Thos. Degan, brakeman, outer depot, Allegheny, arm caught while coupling cars; injured.

February 18. Wm. Hays, brakeman, Economy, caught between car lumber and brake-wheel; injured.

March 4. — Copeland, "a child," New Brighton, walked in front of empty engine; slightly injured.

March 7. Wm. Lauham, brakeman, outer depot, Allegheny, coupling cars; hand caught, injured.

March 17. Wm. M'Kelvy, brakeman, outer depot, Allegheny, fell off train; arm broken, injured.

March 30. Geo. Helms, freight conductor, Homewood, detached part of train run into following section; killed.

April 6. Chas. Hartman, tramp, Haysville, on track, struck by train, leg broken, shoulder hurt; injured.

April 10. Oliver Slocum, outer depot, Allegheny, on track, struck by yard engine, several ribs broken; injured.

April 18. Jas. Sullivan, freight conductor, Wood Run, fell through trestle work; slightly injured.

April 21. E. Gebhart, emigrant, New Brighton, standing on car platform, fell from same; killed.

April 29. Jas. Collins, boy, Allegheny, attempting to get on passenger train; foot injured.

May 8. Wm. Fitzsimmons, Allegheny, stepped on track in front of yard engine; body injured.

May 9. M. R. Davis, Woods Run, attempted to get on freight train in motion; killed.

May 14. M. Mannox, laborer, New Brighton, fell from hand car ; slightly injured.

May 16. Jas. R. Warson, Woods Run, found dead on track under coal train ; killed.

May 16. Unknown, Dixmont, on track, struck by freight train ; slightly injured.

May 18. Jno. Gill, Tod's siding, attempted to get off freight train in motion ; killed.

May 18. Jno. Early, laborer, Enon, coupling cars, arm caught ; injured.

May 19. Jno. Nourse, Dixmont, on track, struck by freight train ; slightly injured.

May 25. M. M'Cambridge, Allegheny, attempted to get on passenger train in motion ; injured.

June 9. F. Hannan, brakeman, Homewood, lost hold on ladder, fell between cars ; killed.

June 13. S. Alcott, Pittsburg, on track in front of moving freight cars ; arm injured.

June 15. Wm. Green, passenger, Leetsdale, intoxicated, fell between cars in motion ; legs injured.

June 19. Unknown, Allegheny, attempted to get on moving freight train ; foot injured.

June 23. Geo. Grogan, yard conductor, Allegheny outer depot, coupling cars ; hand injured.

June 27. Jas. Dawson, Allegheny outer depot, on track, struck by shifting engine ; body injured.

June 29. Jas. Rutlege, brakeman, Pittsburg, fell between cars ; slightly injured.

July 4. Geo. Robinson, Glendale, drunk, fell against passenger train ; slightly injured.

July 8. M. Shaughenssey, brakeman, Allegheny outer depot, coupling cars ; arm injured.

July 10. Jno. Carling, Rochester, on track, struck by passenger train ; killed.

July 19. Unknown, Allegheny, found dead on track ; killed.

August 11. Jos. Albright, tramp, Dixmont, on track, struck by train ; head and arms slightly injured.

August 21. Thos. Castello, Allegheny, tried to get off moving freight train ; foot injured.

August 26. Geo. Baker, Freedom, on track, struck by passenger train ; slightly injured.

September 12. Unknown man, Allegheny yard, threw himself in front of passenger train, killed.

September 18. Mrs. Stafford, New Brighton, on track, struck by freight train ; died September 23.

September 22. Jno. Butterfause, brakeman, Homewood, fell between freight train ; slightly injured.

October 9. Unknown man, Pittsburg, probably attempted to get on freight cars ; killed.

October 17. W. Falwell, brakeman, Sewickley, coupling, caught between cars ; slightly injured.

October 30. Jos. Fink, Jacks Run, sitting near track, struck by passenger train ; slightly injured.

November 5. Wm. Steele, Pittsburg yard, on track, struck by shifted cars ; head slightly injured.

November 6. Wm. Miller, laborer, Remington, stepped in front of one train to avoid another ; killed.

November 16. Jno. Brooks, car inspector, Allegheny outer depot, under cars repairing them when they were moved by other cars backed against them, night ; killed.

November 21. J. A. Farman, painter, Dixmont, on track, struck by freight train, slightly injured.

December 17. W. P. Bowman, brakeman, Allegheny yard, coupling cars, fingers slightly injured.

December 30. A. Stillman, drover, Allegheny yard, on top of cars, struck by bridge ; slightly injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
G. W. Cass.....	Pittsburg, Pa.
Springer Harbaugh.....	Pittsburg, Pa.
Kent Jarvis.....	Massillon, Ohio.
R. R. Springer.....	Cincinnati, Ohio.
Hon. John Sherman.....	Mansfield, Ohio.
Pliny Hoagland.....	Ft. Wayne, Ind.
Jesse L. Williams.....	Ft. Wayne, Ind.
W. B. Ogden.....	Chicago, Ill.
J. F. D. Lanier.....	New York.
Louis H. Meyer.....	New York.
S. J. Tilden.....	New York.

G. W. Cass, President..... Pittsburg, Pa.

F. M. Hutchinson, Secretary and Treasurer..... Pittsburg Pa.

The officers of the Pennsylvania company are as follows :

Thomas A. Scott, President.....	Philadelphia, Pa.
J. N. M'Cullough, Vice President.....	Pittsburg, Pa.
Wm. Thaw, Vice President.....	Pittsburg, Pa.
J. D. Layng, General Manager.....	Pittsburg, Pa.
Thomas D. Messler, Comptroller.....	Pittsburg, Pa.
W. H. Barnes, Secretary and Treasurer.....	Pittsburg, Pa.
Wm. Stewart, General Freight Agent.....	Pittsburg, Pa.
F. R. Myers, General Passenger and Ticket Agent.....	Pittsburg, Pa.

PITTSBURG, VIRGINIA AND CHARLESTON.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared John Scott, president, and D. P. Corwin, treasurer, of the Pittsburg, Virginia and Charleston railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*

D. P. CORWIN, *Treasurer.*

Sworn and subscribed before me this }
 21st day of January, 1875. }

ANDREW HUMBERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$821,550 00
Amount paid in as by last report.....	673,264 31
Total amount now paid in of capital stock.....	674,463 99
Funded debt as per last report.....	700,000 00
The amount now of funded debt: 1st mortgage bonds, (date of maturity, April 1, 1902,).....	1,200,000 00
Floating debt as per last report	244,691 67
The amount now of floating debt.....	209,728 36
Total amount now of floating and funded debt.....	1,409,728 36
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock subscribed.....	16,431
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	All due.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,106,167 62	\$1,208,319 81
Equipment	37,225 95	65,059 60
Total cost.....	1,143,393 57	1,273,379 41

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Monongahela City.....	30 miles.
Length of main line of road laid.....	30 "
Length of main line of road laid in Pennsylvania.....	30 "
Length of double track of road.....	3 "
Length of sidings.....	9.711 "
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	5
Number of first class passenger cars, (average cost of each, \$6,000,).....	3
Number of second class passenger cars, (average cost of each, \$5,400,).....	3
Number of baggage, mail and express cars, (average cost of each, \$2,200,).....	3
Number of freight cars: House cars, (average cost of each, \$650,) 5 ; trucks, (average cost of each, \$650,) 70 ; total.....	75
Number of coal cars, (average cost of each, \$645 50,)....	20
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 97,).....	1
Number of wooden bridges, (total length in feet, 5,184,)..	8
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 100,).....	20
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	6
Number of wood and water stations on main road.....	4
Value of real estate held by the company exclusive of road-way.....	\$587,058 26
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? Stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	138,700
Number of miles run by freight trains.....	203,932
Number of miles run by coal trains: Included in freight.	
Number of through passengers for the year on main road..	None.

Number of passengers (all classes) carried in cars.....	284,336
Number of tons of 2,000 lbs. of through freight for the year on main road.....	None.
Number of passengers carried one mile.....	3,959,268
Number of tons of freight carried one mile.....	822,919
Number of passengers carried one mile in the State of Penn- sylvania	3,959,268
Number of tons of freight carried one mile in the State of Pennsylvania.....	822,919
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	90,927
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by freight trains, including stops	15
Weight of first class passenger engines	60,000 pounds.
Weight of freight engines.....	60,000 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	21,801	July, 1874	25,643
February, 1874.....	20,400	August, 1874.....	23,966
March, 1874.....	25,614	September, 1874.....	23,580
April, 1874.....	26,597	October, 1874	21,532
May, 1874.....	27,231	November, 1874.....	20,590
June, 1874.....	25,529	December, 1874.....	31,852

The amount of freight, specifying the quantity in tons :

Bituminous coal	39,096	Merchandise and manufactures...	8,032
Iron and other ores.....	34,500	Live stock	497
Stone and lime.....	7,867	Lumber	2,567
Agricultural products.....	4,730	Other articles	2,636

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through and way passengers.....	3½ cents.
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile.....	None.
For through coal, per ton per mile.....	1½ cents.
For local freight, per ton per mile.....	5 "
For local coal, per ton per mile.....	1½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$25,150 78		
Taxes on real estate.....	1,794 92		
Total.....	26,945 70		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$2,127 22	\$1,274 22	\$853 00
Repairs of passenger and baggage cars.....	2,279 80	2,279 80	
Repairs of freight cars.....	1,661 38		1,661 38
Repairs of tools and machinery in shops.....	64 34	42 55	21 79
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,368 75	1,911 26	1,457 49
Total.....	9,501 49	5,507 83	3,993 66
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$5,206 21	\$3,470 81	\$1,735 40
Agents and clerks.....	3,331 21	2,340 73	990 51
Labor—loading and unloading freight.....	558 15	2 40	555 75
Porters, watchmen and switch tenders.....	3,727 88	2,136 73	1,591 15
Car cleaning and inspecting, furniture and fixtures.....	1,005 44	1,005 44	
Wood and water station attendance.....	272 15	143 57	128 58
Conductors, baggage masters and brakemen.....	7,609 15	4,600 57	3,008 58
Engineers and firemen.....	6,220 30	3,434 46	2,785 84
Fuel, and cost of preparing for use.....	3,708 39	2,221 70	1,486 69
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,051 42	564 72	486 70
Telegraph, mail and station expenses.....	983 53	725 48	258 05
Loss and damage of goods and baggage.....	47 82	30	47 52
Use of freight cars.....	4 22		4 22
Shoveling snow: Included in maintenance of way.....			
Damage for injury of persons.....	18 99	18 99	
Damage to property, including damage by fire and cattle killed on road.....	284 94	89 95	194 99
General superintendence.....	3,600 00	2,400 00	1,200 00
Contingencies.....	1,744 16	1,021 91	722 25
Total.....	39,373 99	24,177 76	15,196 23

Receipts on construction and equipment account during the year:

From stockholders.....	\$1,199 65
From sale of bonds.....	415,314 27
Total.....	416,513 95

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1874.....	\$6,424 70	\$2,059 03	.....	\$638 36	\$9,122 09
February, 1874.....	5,949 72	2,415 34	.....	562 68	8,957 74
March, 1874.....	7,721 28	2,423 89	.....	607 99	10,753 16
April, 1874.....	7,828 46	2,995 94	.....	1,070 06	11,894 46
May, 1874.....	7,840 15	2,729 97	.....	536 17	11,106 29
June, 1874.....	7,203 27	3,774 92	.....	615 83	11,594 02
July, 1874.....	6,805 70	2,504 45	.....	549 93	9,860 08
August, 1874.....	5,991 88	4,334 09	.....	474 75	10,800 72
September, 1874.....	5,362 20	3,528 10	.....	687 64	9,577 94
October, 1874.....	5,415 60	3,950 39	.....	747 10	10,113 09
November, 1874.....	5,311 40	5,618 64	.....	632 27	11,562 31
December, 1874.....	7,011 20	3,793 15	\$928 67	626 37	12,359 39
Total.....	78,865 56	40,157 91	928 67	7,749 15	127,701 29

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$129,985 84
For maintaining the road, &c.—repairs of machinery and operating the road.....	75,821 18
For dividends, miscellaneous and surplus fund.....	None.
For interest.....	20,140 44
For municipal taxes.....	3,041 67
For State taxes.....	2,938 11
Total.....	231,927 24

Cost of transportation:

Cost per passenger per mile, proximate average.....	1½ cents.
Cost per ton freight per mile, proximate average.....	1 “

What express and transportation companies run on your road? None.

ACCIDENTS.

Others'.....	Killed. 1
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1874.

September 19. James O'Neal, a mute, was run over and killed while walking towards the engine on the same track, near the corner of Tenth and Manor streets, south side, Pittsburg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. B. Hays.....	Pittsburg, Pa.
J. C. Risher.....	Pittsburg, Pa.
Joseph Walton.....	Pittsburg, Pa.
W. J. Howard.....	Philadelphia, Pa.
Alex. Patton.....	Rice's Landing, Pa.
G. E. Lawrence.....	Monongahela city, Pa.
M. B. Thompson.....	Monongahela city, Pa.
John Scott, President	Pittsburg, Pa.
B. F. Jones, Vice President.....	Pittsburg, Pa.
D. P. Corwin, Secretary and Treasurer.....	Pittsburg, Pa.

PLYMOUTH.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Plymouth railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending December 14, 1874, are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
16th day of December, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,)	\$30,000 00
Amount of stock subscribed, (uncertain, but supposed,)..	30,000 00
Amount paid in as by last report, (as registered,).....	12,050 00
Total amount now paid in of capital stock, (as now registered,)	12,050 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	274,495 19
The amount now of floating debt.....	274,495 19
Total amount now of floating debt.....	274,495 19
Date and rate per cent. per annum of dividend or dividends:	
No dividend made or declared.	
Number of shares of stock issued, (as registered,)	241
Par value of each share	\$50 00
Average market value during the year: No market value.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including cost of real estate . . .	\$274,495 19	\$274,495 19
Equipment: None owned or held by the Plymouth railroad company.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Conshohocken to Oreland.	9 $\frac{2.5}{100}$ miles.
Length of main line of road laid	9 $\frac{2.5}{100}$ "
Length of main line of road laid in Pennsylvania.	9 $\frac{2.5}{100}$ "
Length of double track of road, and branch roads owned and roads worked or leased by the company.	None.
Length of sidings	2 $\frac{37}{100}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.	57 pounds.
Number of engine houses and shops.	1
Number of iron bridges, (total length in feet, 137,)	2
Number of wooden bridges, (total length in feet, 340,)	11
Number of stone bridges, number of railroads crossed, number of tunnels, and length in miles laid with steel rail.	None.
Number of culverts, (total length, 309 feet and 11 inches,)	9
Number of stations on main road: Passenger and freight,	4
Number of wood and water stations on main road.	1
Value of real estate held by the company exclusive of road-way	\$11,231 00
How is track laid, and on what foundation? With iron rails, oak and chestnut cross-ties, on broken cinder.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The Plymouth railroad, as a branch of the Philadelphia, Germantown and Norristown railroad, was, on the 10th day of November, 1870, leased to the Philadelphia and Reading railroad company, for the term of 999 years, and since that date has been held and operated by the said lessees. The doings of the year in transportation and miles run, &c., should be answered by the lessees.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
James Boyd.	Norristown, Pa.
William H. Slingluff.	Norristown, Pa.
I. V. Williamson.	Philadelphia, Pa.
Winfield S. Wilson.	Philadelphia, Pa.
William Harmar.	Philadelphia, Pa.
Edwin Swift.	Philadelphia, Pa.
Coffin Colket, President	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treas.	Philadelphia, Pa.

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

WM. M'LEAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed	511,500 00
Amount paid in as by last report.....	508,268 09
Total amount now paid in of capital stock.....	508,268 09
Funded debt as per last report.....	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, March 1, 1882,).....	\$650,000 00
2d mortgage bonds, (date of maturity, June 1, 1884,).....	350,000 00
Total	1,000,000 00
Floating debt as per last report.....	1,215,916 64
The amount now of floating debt.....	1,282,295 60
Total amount now of floating and funded debt.....	2,282,295 60
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. ; 2d mortgage 7 per cent.	
Date and rate per cent. per annum of dividend or dividends, None declared.	
Number of shares of stock issued, full paid.....	10,144
Par value of each share	\$50 00
Average market value during the year: Not sufficient sales to show value.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,072,958 55	\$2,083,601 49
Equipment	220,041 18	231,041 18
Total cost	<u>2,292,999 73</u>	<u>2,314,642 67</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sinking Spring to Columbia	40 miles.
Length of main line of road laid, (from Sinking Spring to Reading track of Lebanon Valley branch of P. & R. R. R. used,)	40 "
Length of main line of road laid in Pennsylvania.....	40 "
Length of double track of road.....	None.
Length of sidings, (on main line 7.5 miles, Lancaster branch 1.65,)	9.15 miles.
Gauge of road.....	4 ft 8½ inches.
Weight of rail per yard on main track.....	56 and 68 lbs.
Branch roads owned by the company and their length, viz: Lancaster branch, 8 miles; Lebanon branch, 8½ miles, under construction; Mount Hope branch, 2½ miles, under construction.	
Roads worked or leased by the company, viz: Quarryville branch of the Lancaster and Reading Narrow Gauge railroad.	
Number of engine houses and shops	2
Number of engines.....	9
Number of first class passenger cars, (average cost of each, \$4,400,)	7
Number of second class passenger cars	None.
Number of baggage, mail and express cars, (cost \$2,500,)	1
Number of freight cars, (average cost of each, \$822,)	31
Number of coal, ore, stone and caboose cars.....	None.
Number of iron bridges, (total length in feet, 34,)	1
Number of wooden bridges, (total length in feet, 576,)	7
Number of stone bridges, (total length in feet, 32,)	1
Number of culverts.....	No record.
Number of railroads crossed.....	3
Number of stations on main road: Passenger and freight,	25
Number of wood and water stations on main road.....	4

Value of real estate held by the company, exclusive of road-way	\$62,556 22
Number of tunnels and length in miles laid with steel rails,	None.
How is track laid and on what foundation? Cross-ties, stone and cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	93,462
Number of miles run by freight and coal trains.....	154,936
Number of through passengers for the year on main road,	54,109
Number of passengers (all classes) carried in cars.....	155,861
Number of passengers carried one mile.....	2,462,221
Number of tons of freight carried one mile.....	10,225,932
Number of passengers carried one mile in the State of Pennsylvania.....	2,462,221
Number of tons of freight carried one mile in the State of Pennsylvania	10,225,932
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	372,851
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,)...	20
Average rate of speed adopted by freight trains, including stops	9
Weight of first class passenger engines.....	58,000 pounds.
Weight of freight engines.....	70,000. "

Monthly statement of passengers (all classes) carried in cars:

December, 1873.....	10,431	July, 1874.....	23,041
January, 1874.....	9,468	August, 1874.....	23,306
February, 1874.....	8,838	September, 1874.....	12,130
March, 1874.....	10,142	October, 1874.....	10,410
April, 1874.....	10,526	November, 1874.....	11,611
May, 1874.....	12,960		
June, 1874.....	12,998	Total.....	155,861

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	198,761
Merchandise and manufactures.....	174,090
Total.....	372,851

The rate of fare for passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers	3 $\frac{1}{4}$ "

The rate per ton (of 2,000 pounds,) per mile charged for freight.

For through freight, per ton per mile.....	2 ⁵ / ₁₀ cents.
For through coal, per ton per mile.....	1 ⁸ / ₁₀ "
For local freight, per ton per mile	5 ⁷ / ₁₀ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$86,644 28
Taxes on real estate.....	316 05
Total	<u>86,960 33</u>

Repairs of machinery :

Repairs of engines and tenders	\$9,447 33
Repairs of passenger and baggage cars	1,753 33
Repairs of freight cars.....	1,337 56
Repairs of tools and machinery in shops	34 07
Incidental expenses—wages of shop hands.....	6,336 84
Total	<u>18,909 13</u>

Operating the road :

Office expenses, stationery, &c.....	\$2,466 81
Agents and clerks.....	9,627 87
Labor—loading and unloading freight.....	1,260 00
Porters, watchmen and switch tenders.....	1,539 38
Car cleaning and inspecting.....	145 21
Wood and water station attendance.....	405 00
Conductors, baggage masters and brakemen.....	19,983 59
Engineers and firemen.....	13,940 56
Fuel, and cost of preparing for use.....	31,120 84
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,380 47
Telegraph and station expenses	5,014 91
Shoveling snow.....	97 00
Damage for injury of persons.....	492 49
General superintendence	6,058 33
Contingencies.....	2,145 67
Total	<u>95,678 13</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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RECEIPTS.

MONTHS.	Passeng'rs.	Freight.	Express.	Total.
December, 1873.....	\$5,270 91	\$12,717 01	\$197 92	\$18,185 84
January, 1874.....	4,942 27	12,747 72	197 91	17,887 90
February, 1874.....	4,312 05	13,768 28	197 92	18,278 25
March, 1874.....	5,137 63	19,792 62	197 92	25,128 17
April, 1874.....	5,301 96	22,626 51	197 92	28,126 39
May, 1874.....	6,321 79	26,342 00	197 91	32,861 70
June, 1874.....	6,441 14	20,336 52	197 92	26,975 58
July, 1874.....	9,332 79	16,422 26	197 92	25,952 97
August, 1874.....	9,800 00	19,517 05	197 91	29,514 96
September, 1874.....	6,643 27	24,354 37	197 92	31,195 56
October, 1874.....	5,751 45	23,089 75	197 92	29,039 12
November, 1874.....	5,401 37	20,505 60	197 91	26,104 88
Total.....	74,656 63	232,219 69	2,375 00	309,251 32

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$21,642 94
For maintaining the road, &c.—repairs of machinery and operating the road.....	201,547 59
For rents.....	11,379 85
For interest on bonded debt.....	70,000 00
For discount and interest.....	75,624 94
For surplus fund and municipal taxes.....	Nothing.
For State taxes.....	2,925 46
Total.....	<u>383,120 78</u>

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average: Account not kept.

What express companies run on your road, and on what terms? Philadelphia and Reading railroad company's express. Pro rata of receipts.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	..
Employees.....	2	1
Total.....	<u>3</u>	<u>1</u>

1874.

January 19. John F. Leininger, brakeman, while putting on brake near Ephrata Station, fell under the cars and was killed instantly.

January 22. Samuel Rock, while intoxicated, accidentally fell from passenger car platform upon and through the bridge over Cocalico creek, one and a half miles north of Ephrata. Died the same day.

May 19. Peter Resh, brakemen, in attempting to get on the tender of engine while in motion at Columbia, slipped and had toes mashed.

September 25. Benjamin F. Long, brakeman, in cutting a train of cars near Seller's station, fell between them and was instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. McKean.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
J. B. Lippincott....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
G. A. Nicolls.....	Philadelphia, Pa.
John Tucker.....	Philadelphia, Pa.
W. G. Case.....	Columbia, Pa.
George Bogle.....	Columbia, Pa.
T. Baumgardner.....	Lancaster Pa.
Fred. Lauer.....	Reading, Pa.
Samuel Small.....	York, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.
B. Van Lew, Superintendent.....	Columbia, Pa.

SALISBURY AND BALTIMORE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Anspach, president, and Charles E. Anspach, secretary and treasurer, of the Salisbury and Baltimore railroad and coal company, and in due form of law made oath that the statements in the within report, for the financial year ending December 24, 1874, are true, to the best of their knowledge and belief.

(Signed) JOHN ANSPACH, *President.*

CHAS. E. ANSPACH, *Secretary and Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed, about 2,648 shares	132,400 00
Amount paid in as by last report, 1,598 shares.....	79,900 00
Total amount now paid in of capital stock and issued, 1,790 shares.....	89,500 00

RAILROAD REPORT.

493

The amount now of floating debt.....	\$19,537 53
Number of shares of stock issued.....	1,790
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction.....	\$89,388 07	\$96,092 86

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Junction near Meyers Dale, Somerset county, to Salisbury.....	8½ miles.
Length of main line of road laid, and length of main line of road laid in Pennsylvania.....	None.
Proposed gauge of road.....	4 feet 8½ in.
Proposed weight of rail per yard: Not yet determined.	
Number of miles of road graded: About 12 miles, (8½ main road,) with branches, say 3½ more.	

REMARKS.

OFFICE SALISBURY AND BALTIMORE RAILROAD AND COAL CO., }
 132 S. THIRD ST., PHILADELPHIA, Dec. 24, 1874. }

HON. HARRISON ALLEN, *Auditor General*:

DEAR SIR:—I have the pleasure to forward you herewith the enclosed statement of the affairs of the Salisbury and Baltimore railroad and coal company up to this date. No work has been done on the road during the year except what was necessary to protect the grading and keep the same in repair, and the necessary current expenses of the company.

Yours very respectfully,

CHAS. E. ANSPACH, *Sec. and Treas.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Anspach.....	Philadelphia, Pa.
Chas. E. Anspach.....	Philadelphia, Pa.
M. P. O'Hern.....	Baltimore, Md.
Hiram Findlay.....	Salisbury, Somerset co., Pa.
Michael Hay.....	Salisbury, Somerset co., Pa.
F. T. Wilson.....	Salisbury, Somerset co., Pa.
Fred. J. Anspach.....	Philadelphia, Pa.
James Anspach.....	Philadelphia, Pa.
John Anspach, President, 132 S. Third st., Philadelphia, Pa.	
Chas. E. Anspach, Sec. and Treas, 132 S. Third st., Phila., Pa.	

SCHUYLKILL VALLEY NAVIGATION AND.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Peter C. Holles, treasurer, of the Schuylkill Valley Navigation and railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

P. C. HOLLES, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1875. }

A. P. RUTHERFORD, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$576,050 00
Amount of stock subscribed.....	576,050 00
Amount paid in as by last report.....	576,050 00
Total amount now paid in of capital stock.....	576,050 00
Funded debt as per last report.....	None.
Amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July.....	5 per cent.
Number of shares of stock issued.....	11,521
Par value of each share.....	\$50 00
Average market value during the year.....	No quotations.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	576,050 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate.....	\$576,840 94	\$576,840 94

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Carbon to Reevesdale.....	11 miles.
Length of main line of road laid.....	11 "
Length of main line of road laid in Pennsylvania.....	11 "
Length of double track of road.....	5 $\frac{3}{10}$ "
Length of sidings.....	3 $\frac{3}{10}$ "

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 and 68 lbs.
Branch roads owned by the company and their length, viz :	
Port Carbon, 1,225 feet ; Eagle Hill, 9,113 feet ; Oliver's Shaft, 1,180 feet ; Glentworth, 1,017 feet ; Novelty, 2,260 feet ; Silver Creek, 12,660 feet ; Cedar Hill, 2,318 feet ; Ellis Dam, 2,687 feet ; Kaska William, 8,860 feet ; Coal Hill, 3,850 feet ; Swift Creek, 6,680 feet ; Doresys Tuscarora, 7,534 feet ; Buckville, 3,788 feet ; Mountain Side, 5,620 feet ; Total length in miles, 13.....	14
Roads worked or leased by the company.....	None.
Number of iron bridges, (total length in feet, 57,).....	1
Number of wooden bridges, (total length in feet, 1,100,)..	35
Number of stone bridges, (total length in feet, 80,).....	6
Number of culverts, and number of railroads crossed.....	None.
Number of stations on main road : Passenger, 7 ; freight 2 ; total	9
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of roadway : Included in cost of road.	
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation ? T rails on cross-ties with coal dirt ballast.	

This road is leased to the Philadelphia and Reading railroad company for a term of 999 years, from July 25, 1861, and operated by said company as a branch of their road, and will be included in their report as such.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
Franklin B. Gowen.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
Geo. F. Tyler.....	Philadelphia.
A. Hewson, M. D	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Holles, Secretary and Treasurer.....	Philadelphia.

SELINGSGROVE AND NORTH BRANCH.

STATE OF PENNSYLVANIA, }
Snyder County, } ss:

Personally appeared W. A. Meeker, president, and F. J. Schoch, treasurer, of the Selingsgrove and North Branch railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

W. A. MEEKER, *President.*

F. J. SCHOCH, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of February, 1875. }

H. H. PINE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	125,000 00
Amount paid in as by last report	2,680 00
Total amount now paid in of capital stock	54,000 00
Floating debt as by last report	None.
The amount now of floating debt	7,000 00
Number of shares of stock issued	494
Par value of each share	\$50 00
Average market value during the year : No record.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction	\$2,400 00	\$61,000 00

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Port Treverton to Northumberland	14 miles.
Length of main line of road laid, and length of main line of road laid in Pennsylvania	None.
Proposed gauge of road	4 feet 8½ in.
Proposed weight of rail per yard	56 pounds.
Number of miles of road graded	30 miles.

REMARKS.

The main line of the road runs from Port Treverton to Northumberland, and a branch from Burnstown to Mifflintown, on the Juniata river.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Banks Wilson.....	Oakland Mills.
Edmund S. Doty.....	Mifflintown.
Samuel Watts.....	M'Alisterville.
D. G. Winey.....	Richfield.
Aug. Springman	Freebury.
F. J. Schoch.....	Selinsgrove, Pa.
Wm. F. Eikbert.....	Selinsgrove, Pa.
J. G. L. Shindel.....	Selinsgrove, Pa.
W. A. Meeker.....	Selinsgrove, Pa.
W. A. Meeker.....	President.
R. H. Shindel.....	Secretary.
F. J. Schoch.....	Treasurer.

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. N. DuBarry, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville railroad company, and in due form of law made oath, that the statements in the within report, for the year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. N. DuBARRY, *President.*GEORGE TABER, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of October, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed.....	869,450 00
Amount paid in as by last report.....	869,450 00
Total amount now paid in of capital stock.....	869,450 00
Funded debt as per last report.....	1,994,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1901,) ..	1,994 000 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,994 000 00

Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends : Cash, February 1, and August 1.....	6 per cent.
Number of shares of stock issued	17,389
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.	869,450 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,208,050 00	\$1,208,050 00
Coal lands and improvements.....	1,655,400 00	1,655,400 00
Total cost.....	\$2,863,450 00	\$2,863,450 00

CHARACTERISTICS OF ROAD.

Leased to the Northern Central railway company for 999 years, from 27th day of February, 1863, and all this information given by officers of that company ; (see Auditor General's report of 1873, p. 559.)

SUMMARY OF PAYMENTS.

For dividends.....	\$52,167 00
For interest.....	69,790 00
Total	121,957 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. DuBarry.....	Baltimore, Md.
J. D. Cameron	Harrisburg, Pa.
E. C. Biddle	Philadelphia.
Edmund Smith	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Jacob P. Jones	Philadelphia.
Wistar Morris.....	Philadelphia.
J. N. DuBarry, President.....	Baltimore, Md.
George Taber, Secretary and Treasurer.....	Philadelphia.

[Northern Central railway company, lessee.]

Personally appeared A. J. Cassatt, vice president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

Sworn and subscribed before me, this }
16th day of March, 1875. }

STOCK AND DEBT.

COST OF ROAD AND EQUIPMENT.

CHARACTERISTICS OF ROAD.

Branch roads owned by the company and their length, viz :
 Lancaster Branch, a siding, 2.37 miles, with sidings
 thereto of 1.53 miles ; a total of 3.9 miles.

Number of engines: 19 engines belonging to N. C. R. W.
and 6 P. R. R. engines used in operations for 1874.

Number of iron bridges..... None

Number of wooden bridges, (total length in feet, 2,029,)..	37
Number of stone bridges, (total length in feet, 38,).....	1
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	11
Number of wood and water stations on main road.....	5
Value of real estate held by the company, exclusive of roadway	\$1,595,400 00
Number of tunnels and length in miles laid with steel rails,	None.
How is track laid and on what foundation? Coal dirt and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	40,501
Number of miles run by freight trains.....	98,317
Number of miles run by coal trains: Not kept separate.	
Number of through passengers for the year on main road..	4,731
Number of passengers (all classes) carried in cars.....	68,425
Number of tons (of 2,000 pounds) of through freight for the year on main road.....	33,318
Number of passengers carried one mile.....	845,734
Number of tons of freight carried one mile.....	13,448,848
Number of passengers carried one mile in the State of Pennsylvania	845,734
Number of tons of freight carried one mile in the State of Pennsylvania	13,448,848
Gross amount of tonnage for the year, (2,000 pounds per ton,).....	706,071
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops	18
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	58,000 pounds.
Weight of freight engines: From 57,000 to 63,000.	

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	4,639	July, 1874.....	6,593
February, 1874.....	3,866	August, 1874.....	7,318
March, 1874.....	5,432	September, 1874.....	5,415
April, 1874.....	4,397	October, 1874.....	6,593
May, 1874.....	4,908	November, 1874.....	6,256
June, 1874.....	5,924	December, 1874.....	7,084

The amount of freight specifying the quantity in tons:

Anthracite and bituminous coal..	682,226	Agricultural products.....	2,500
Petroleum and other oils	125	Merchandise and manufactures..	3,890
Pig iron	300	Live stock.....	45
Railroad iron.....	225	Lumber	10,200
Other iron or castings.....	850	Other articles.....	<u>1,960</u>
Stone and lime.....	3,750		

The rate of fare for passengers charged for the respective classes per mile, as follows:

For all passengers..... 3 $\frac{531}{1000}$ cents.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For all freight.. 2 $\frac{170}{1000}$ cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight trans- portation.
Repairs or maintenance of way, including buildings.....	\$57,397 66	\$11,479 54	\$15,918 13
Taxes on real estate.....	163 00	32 60	130 40
Total.....	57,560 66	11,512 13	46,048 53
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$6,104 87	\$1,220 97	\$4,883 90
Repairs of passenger and baggage cars.....	4 64	4 64	.....
Repairs of freight cars.....	389 88	.....	389 88
Repairs of tools and machinery in shops.....	353 28	70 66	282 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	13,405 52	2,681 10	10,724 42
Total.....	20,258 19	3,977 37	16,280 82
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$12,385 18	\$2,684 39	\$9,700 79
Agents and clerks.....	6,037 40	1,158 04	4,879 36
Labor—loading and unloading freight.....	1,086 96	.....	1,086 96
Porters, watchmen and switch tenders.....	910 30	185 05	1,725 25
Car cleaning and inspecting, furniture and fixtures.....	3,702 18	739 61	2,962 57
Wood and water station attendance.....	2,110 40	422 08	1,688 32
Conductors, baggage masters and brakemen.....	15,423 79	1,993 95	13,429 84
Engineers and firemen.....	9,380 91	1,996 76	7,384 15
Fuel, and cost of preparing for use.....	13,181 27	2,636 25	10,545 02
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,848 86	319 54	1,529 32
Telegraph, mail and station expenses.....	4,038 90	881 74	3,157 16
Loss and damage of goods and baggage.....	318 10	.....	318 10
Use of freight cars.....	24,112 56	.....	24,112 56
Shoveling snow.....	152 46	30 49	121 97
Damage for injury of persons.....	50 00	50 00	.....
General superintendence.....	1,083 28	216 68	866 60
Contingencies.....	12,720 34	2,544 07	10,176 27
Total ..	108,542 89	15,858 65	92,684 24

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... None.

RECEIPTS.

Passengers.....	\$29,866 44
Freight	291,897 33
Mail and express.....	1,640 00
Miscellaneous.....	862 92
Total	<u>324,266 69</u>

SUMMARY OF PAYMENTS.

For construction and equipment, dividends, interest, surplus fund, municipal and State taxes.....	None.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$186,361 74
Rent.	52,167 00
Total	<u>238,528 74</u>

Cost of transportation :

Cost per passenger per mile, proximate average	3 $\frac{814}{1000}$ cents.
Cost per ton freight per mile, proximate average	<u>1 $\frac{145}{1000}$ "</u>

What express companies run on your road and on what terms? Adams express company, at \$240 per annum.

What and transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	4
Others	1	2
Total.....	<u>1</u>	<u>6</u>

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of company.

SHARPSVILLE, WHEATLAND, SHARON AND GREENFIELD.

STATE OF PENNSYLVANIA, }
Mercer County, } ss:

Personally appeared George Boyce, president, and John W. Mordock, treasurer, of the Sharpsville, Wheatland, Sharon and Greenfield railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) GEORGE BOYCE, *President.*
 JOHN M. MORDOCK, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of February, 1875. }

ABNER APPLGATE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$150,000 00
Amount of stock subscribed	126,300 00
Total amount now paid in of capital stock.	63,800 00
The amount now of floating debt.....	8,948 83
Number of shares of stock issued	1,026
Par value of each share	\$50 00
Average market value during the year: No dividends; estimated value per share.....	25 00

Amount paid in on each share: 1,026 shares paid in full; 500 shares on which 10 per cent. is paid; and 1,000 shares on which 20 per cent. is paid.

COST OF ROAD AND EQUIPMENT.

Amount paid on account of construction.....	By present report. \$71,839 69
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CHARACTERISTICS OF ROAD.

Proposed length of main line of road from Sharon to Greenfield	10 miles.
Length of main line of road laid.....	4 "
Length of main line of road laid in Pennsylvania.....	4 "
Proposed gauge of road.....	3 feet.
Proposed weight of rail per yard.....	35 pounds.
Number of miles of road graded.....	4 miles.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. A. Wheeler.....	Sharon, Mercer co., Pa.
P. L. Kimberly.....	Sharon, Mercer co., Pa.
T. J. Porter.....	Sharon, Mercer co., Pa.
F. H. Buhl.....	Sharon, Mercer co., Pa.
Fayette Brown.....	Cleveland, Ohio.
George Boyce.....	President.
John M. Mordock.....	Secretary and Treasurer.

SHENANGO AND ALLEGHENY.

STATE OF PENNSYLVANIA, }
Crawford County, } ss:

Personally appeared J. H. Devereux, president, and F. E. Rittman, treasurer, of the Shenango and Allegheny railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November, 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. H. DEVEREUX, *President.*

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1875. }

J. H. CULBERTSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.....	199,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt as per last report.....	800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st April, 1889,).....	800,000 00
Floating debt as per last report.....	124,315 09
The amount now of floating debt, including advances....	304,058 90
Total amount now of floating and funded debt.....	1,104,058 90
Rate per cent. per annum of interest on funded debt, 1st mortgage... ..	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.

Number of shares of stock issued	4,000
Par value of each share	\$50 00
Average market value during the year	None.
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,091,747 09	\$1,166,538 14
Equipment	86,355 12	87,650 83
Total cost	1,178,102 21	1,254,188 97

CHARACTERISTICS OF ROAD.

Length of main line of road, from Shenango to Brady's Bend,	65 $\frac{4}{100}$ miles.
Length of main line of road laid	31 $\frac{23}{100}$ "
Length of main line of road laid in Pennsylvania	31 $\frac{23}{100}$ "
Length of double track of road	None.
Length of sidings	6 $\frac{382}{1000}$ miles.
Gauge of road	4 feet 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track 56, 60 and 68 pounds, Branch roads owned by the company and roads worked or leased by the company	None.
Number of engine houses and shops	2
Number of engines	2
Number of first class passenger cars	None.
Number of second class passenger cars, (average cost of each, \$3,500,)	3
Number of baggage, mail and express cars	None.
Number of freight cars: Trucks, (average cost of each, \$600,)	14
Leased from the Atlantic and Great Western railroad com- pany: 50 tank cars, 83 dump cars, 13 box cars, 25 gon- dola cars, 1 passenger car, 5 locomotives.	
Leased from United States rolling stock company: 1 loco- motive.	
Leased from Pit-Hole Valley railway company: 1 loco- motive.	
Number of coal cars, (average cost of each, \$800,)	37
Number of caboosc cars, (average cost of each, \$800,) ...	7
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 471,) ...	5
Number of culverts, (total length in feet, 377,)	134

Number of railroads crossed: Atlantic and Great Western railroad, and New Castle and Franklin railroad.....	2
Number of stations on main road: Passenger, 1; freight, 1; passenger and freight, mixed, 5; total.....	7
Number of wood and water stations on main road.....	3
Value of real estate held by the company exclusive of roadway: Lots in Atlantic City, estimated value.....	\$25,000 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? With cross-ties on gravel or coal slack ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	42,694
Number of miles run by freight trains.....	146,723
Number of passengers (all classes) carried in cars.....	29,143
Number of tons of 2,000 lbs. of freight for the year on main road.....	283,962
Number of passengers carried one mile.....	460,991
Number of tons of freight carried one mile.....	8,219,801
Number of passengers carried one mile in the State of Pennsylvania.....	460,991
Number of tons of freight carried one mile in the State of Pennsylvania.....	8,219,801
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	283,962
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains.....	None.
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	32 "

Monthly statement of passengers (all classes) carried in cars:

December, 1873.....	3,131	June, 1874.....	2,795
January, 1874.....	2,614	July, 1874.....	2,541
February, 1874.....	2,365	August, 1874.....	2,215
March, 1874.....	3,045	September, 1874.....	2,433
April, 1874.....	2,470	October, 1874.....	1,623
May, 1874.....	2,386	November, 1874.....	1,525

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	117,052	Agricultural products.....	170
Petroleum and other oils.....	154,041	Merchandise and manufactures..	2,231
Other iron or castings.....	76	Live stock.....	2
Iron and other ores.....	11	Lumber.....	3,984
Stone and lime.....	10	Other articles.....	6,385

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class way passengers..... 3½ cents.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	3 cents.
For through coal, per ton per mile.....	1½ to 2 “
For local freight, per ton per mile	3 to 8½ “
For local coal, per ton per mile.....	<u><u>2 to 4 “</u></u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$31,321 27	\$2,505 71	\$28,815 56
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$4,849 53	\$599 96	\$4,249 57
Repairs of passenger and baggage cars	3,165 98	3,165 98	.....
Repairs of freight cars	5,248 13	.....	5,248 13
Repairs of tools and machinery in shops	562 61	123 77	438 84
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,613 06	354 87	1,258 19
Total.....	15,439 31	4,244 58	11,194 73
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$465 84	\$37 27	\$428 57
Agents and clerks.....	4,013 08	321 05	3,692 03
Labor—loading and unloading freight.....	5,726 51	458 12	5,268 39
Porters, watchmen and switch tenders.....	1,595 84	28 08	1,567 76
Wood and water station attendance.....	375 28	82 56	292 72
Conductors, baggage masters and brakemen.....	12,359 20	2,435 96	9,923 24
Engineers and firemen.....	7,255 18	1,623 13	5,632 05
Fuel and cost of preparing for use.....	6,917 13	1,951 04	4,966 09
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,023 93	344 78	1,679 15
Loss and damage of goods and baggage.....	426 28	.....	426 28
General superintendence.....	2,443 50	195 48	2,248 02
Contingencies	10,497 16	839 77	9,657 39
Total.....	54,098 93	8,317 24	45,781 69

Receipts on construction and equipment account during the year :

From stockholders.....	\$30 85
From sale of bonds	None.
From other sources, (floating debt,).....	53,740 31
Total	53,771 16

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1873.....	\$1,807 20	\$15,244 59	\$186 70	\$4 08	\$17,242 57
January, 1874.....	1,516 65	12,840 00	154 10	6 14	14,516 89
February, 1874.....	1,346 70	10,307 21	152 52	.....	11,806 43
March, 1874.....	1,712 15	8,479 36	156 48	15	10,348 14
April, 1874.....	1,337 05	17,393 38	159 77	.....	18,890 20
May, 1874.....	1,282 64	25,524 99	139 58	.....	26,947 21
June, 1874.....	1,254 78	20,770 27	246 31	99	22,272 35
July, 1874.....	1,327 75	25,656 00	229 94	56	27,214 25
August, 1874.....	1,313 74	16,698 66	178 08	63	18,191 11
September, 1874.....	1,669 28	21,233 94	159 75	.....	23,062 97
October, 1874.....	1,173 61	21,893 22	615 71	.....	23,682 54
November, 1874.....	1,007 18	13,060 31	187 70	.....	14,255 19
Total	16,748 73	209,101 93	2,566 64	12 55	228,429 85

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$76,086 76
For maintaining the road, &c.—repairs of machinery and operating the road.....	100,859 51
For dividends.....	None.
For interest.....	56,000 00
For miscellaneous.....	87 81
Rental of cars and engines.....	53,864 01
For State taxes.....	5,461 70
Total	292,359 89

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 $\frac{26}{100}$ cents.
Cost per ton freight per mile, proximate average.....	1 $\frac{4}{100}$ “

What express companies run on your road, and on what terms? U. S. express company. Express matter carried at 20 cents per 100 over whole road.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	2
Total	1	2

1873

December 10. H. E. M'Guire, switchman, at Shenango, Pa., left hand caught between draw heads, when coupling caboose ; first finger taken off at second joint.

1874

May 4. James H. Morrow, brakeman, arm caught between dead-woods on trestle at Shenango, when coupling engine to train ; badly bruised, but no bones broken.

June 9. A. M. Kellar, switchman, at Shenango, Pa., fell through trestle, while placing cars thereon, and was run over by cars that were being moved on underneath ; almost instantly killed ; no coroner's inquest.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. H. Devereux.....	Meadville, Pa.
Thomas H. Wells.....	Youngstown, Ohio.
James M. Breden.....	Franklin, Pa.
Jno. T. Wann.....	Meadville, Pa.
R. B. Roosevelt.....	New York City.
Jno. H. Dynes.....	Meadville, Pa.
One vacancy.	
J. H. Devereux, President.....	Meadville.
Jno. H. Dynes, Secretary.....	Meadville.
F. E. Rittman, Treasurer.....	Meadville.

SHENANGO VALLEY AND ALLIANCE.

STATE OF OHIO, }
Stark County. }

Personally appeared James Mullins, president, and John Hunter, treasurer, of the Shenango Valley and Alliance railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

JAMES MULLINS, *President.*JOHN HUNTER, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of February, A. D. 1875. }

J. D. LEWIS,

Justice of the Peace in and for Stark County, Ohio.

Sworn to and subscribed before me by }
 James Mullins, this 22d day of Feb- }
 ruary, A. D. 1875.

M. L. SEMPER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	102,500 00
Amount paid in as by last report.....	10,250 00
Total amount now paid in of capital stock	10,250 00
Floating debt as per last report, the amount now of floating debt and number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	10 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of engineering and surveying.....	\$4,500 00	4,500 00

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Wheatland, Pa., to Alliance	40 miles.
Length of main line of road laid and length of main line of road laid in Pennsylvania.....	None.
Proposed gauge of road.....	4 ft. 9½ in.
Proposed weight of rail per yard: Not determined.	
Number of miles of road graded.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Hunter.....	Alliance, Ohio.
James Mullins.....	Wooster, Ohio.
C. K. Greiner.....	Alliance, Ohio.
C. Woods.....	Pittsburg, Pa.
C. Wick.....	Youngstown, Ohio.
James Mullins, President.....	Wooster, Ohio.
John Hunter, Secretary	Alliance, Ohio.

SOMERSET AND MINERAL POINT.

STATE OF PENNSYLVANIA, }
Somerset County, } ss:

Personally appeared John H. Uhl, president, and Charles J. Harrison, treasurer, of the Somerset and Mineral Point railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

JOHN H. UHL, *President.*

CHAS. J. HARRISON, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of March, 1875. }

A. J. COLBORN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed, about.....	60,000 00
Amount paid in as by last report.....	55,900 00
Total amount now paid in of capital stock.....	55,900 00
Funded debt as per last report	83,804 80
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July	
1, 1901,)	\$50,000 00
2d mortgage bonds, (date of maturity, July	
1, 1892,)	30,000 00
3d mortgage bonds, (date of maturity,	
April 1, 1876,)	1,800 00
Building lien	1,104 80
	<hr/>
	82,904 80
Floating debt as per last report	2,275 35
The amount now of floating debt.....	7,158 47
Total amount now of floating and funded debt.....	90,063 27
Rate per cent. per annum of interest on funded debt: 1st	
mortgage, 7 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividends or dividends,	None.

Number of shares of stock issued, about.....	11,018
Par value of each share.....	\$50 00
Average market value during the year: Not in market.	
Amount paid in on each share....	50 00
Amount of capital on which the respective dividends were declared.....	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$140,000 00	\$140,000 00
Equipment: Rolling stock leased for a term of years.		

CHARACTERISTICS OF ROAD

Length of main line of road, from Somerset to Mineral Point.....	9 $\frac{1}{10}$ miles.
Length of main line of road laid.....	9 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania.....	9 $\frac{1}{10}$ "
Length of double track of road, and branch roads owned and roads worked or leased by the company.....	None.
Length of sidings, including Y.....	1,200 feet.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 pounds.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of first class passenger cars, (leased,).....	1
Number of second class passenger cars, (leased,).....	1
Number of baggage, mail and express cars.....	None.
Number of freight cars: House cars, 1; trucks, 2; total,	3
Number of coal, ore, stone and caboose cars, iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 60,)....	1
Number of culverts, (total length in feet, 60,).....	5
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	8
Number of water stations on main road.....	1
Value of real estate held by the company, exclusive of road way: Depot lot and house.....	\$3,500 00
Number of tunnels and length in miles laid with steel rail,	None.
How is track laid and on what foundation? Stone ballast, wood ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	11,092
Number of miles run by freight trains.....	10,267
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road..	16,400
Number of passengers (all classes) carried in cars.....	20,625
Number of tons (of 2,000 pounds) of through freight for the year on main road.	6,770
Number of passengers and tons of freight carried one mile,	No data.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express and freight trains, including stops.....	15
Weight of first class passenger engines.....	15 tons.
Weight of freight engines.....	None.

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	1,500	July, 1874.....	2,055
February, 1874.....	2,040	August, 1874.....	2,396
March, 1874.....	1,620	September, 1874.....	2,253
April, 1874.....	1,581	October, 1874.....	1,370
May, 1874.....	2,021	November, 1874.....	2,055
June, 1874.....	1,716		

The amount of freight specifying the quantity in tons :

Bituminous coal.....	117	Agricultural products.....	231
Petroleum and other oils.....	40	Merchandise and manufactures....	2,047
Pig iron.....	30	Live stock.....	210
Other iron or castings, about.....	10	Lumber.....	3,265
Stone and lime.....	820		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	5 cents.
For first class way passengers.....	Pro rata.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	7½ cents.
For through coal, per ton per mile.....	5½ “
For local freight, per ton per mile.....	16½ “
For local coal, per ton per mile	None.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$2,385 16
Taxes on real estate	None.
Total	2,385 16

Repairs of machinery:

Repairs of passenger and baggage cars.....	\$675 00
Repairs of freight cars.....	50 00
Repairs of tools and machinery in shops.....	30 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	28 59
Rent of engine in November.....	380 00
Total	1,163 59

Operating the road:

Office expenses, stationery, &c.....	\$70 00
Agents and clerks.....	795 00
Porters, watchmen and switch tenders.....	330 00
Car cleaning and inspecting, furniture and fixtures, wood and water station attendance, conductors, baggage mas- ters and brakemen.....	1,050 00
Engineers and firemen.....	1,170 00
Fuel and cost of preparing for use.....	599 63
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	86 00
Telegraph, mail and station expenses.....	42 00
Contingencies, payment for right of way and costs of suit,	492 25
Total	4,634 88

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources.....	None.
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1874.....	\$510 50	\$297 84	\$82 32 ³ / ₄	\$890 66 ¹ / ₄
February, 1874.....	697 35	317 78	74 55 ¹ / ₂	1,089 68 ³ / ₄
March, 1874.....	574 90	416 96	82 07 ³ / ₄	1,073 93 ³ / ₄
April, 1874.....	592 60	532 61	83 63 ¹ / ₂	1,208 84 ¹ / ₂
May, 1874.....	691 00	445 40	88 36 ¹ / ₂	1,224 76 ¹ / ₂
June, 1874.....	590 50	438 09	87 21 ¹ / ₂	1,115 80 ¹ / ₂
July, 1874.....	692 55	356 64	80 64 ¹ / ₂	1,129 83 ³ / ₄
August, 1874.....	847 75	431 56	78 06 ³ / ₄	1,357 37 ³ / ₄
September, 1874.....	811 20	330 96	133 44 ¹ / ₂	1,275 60 ¹ / ₂
October, 1874.....	507 80	603 97	141 67 ³ / ₄	1,253 44 ³ / ₄
November, 1874.....	701 10	425 56	100 48 ³ / ₄	1,227 14 ³ / ₄
Total	7,217 25	4,597 37	1,032 46	12,847 08

RAILROAD REPORT.

517

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$8,183 63
For dividends, miscellaneous, municipal and State taxes..	None.
For interest.....	4,635 98
For surplus fund.....	27 47
Total	12,847 08

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average	No data.
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What express companies run on your road, and on what terms ? Adams express, at 15 cents per hundred pounds.

What transportation companies run on your road ? None.

ACCIDENTS.

None.

MEMORANDUM.

On the first day of December, A. D. 1874, the Somerset and Mineral Point railroad with its franchises, &c., &c., was sold by M. A. Sanner, Esq., trustee of the second mortgage, because of the non-payment of interest to A. H. Coffroth for the sum of \$22,050, subject to the first mortgage of \$50,000, and on the following 8th day of February a new company was organized who will make the report for the month of December, A. D. 1874,

Prior to the sale A. H. Coffroth, who was president, resigned his position as president of the company and on the first day of December, A. D. 1874, the board accepted the resignation of the said A. H. Coffroth and on the same day elected John H. Uhl, Esq., president, and by resolution adopted the 11th January, 1875, at the annual meeting of the stockholders, the old board of officers were continued in office until the matters and business of the old company were closed up.

Old board of officers continued, except the change above stated and for the purposes as stated.

SOMERSET AND MINERAL POINT

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John C. Barrone	Somerset.
M. A. Sanner	Somerset.
Curtis Kooser	Somerset.
H. L. Baer	Somerset.
George Cobough	Somerset.
Alex. Stutzman	Somerset.
Peter Hefley	Somerset.
Val. Hay	Somerset.
W. H. Koontz	Somerset.
Isaac Kaufman	Davidsville.
Jacob Campbell	Johnstown.
John H. Uhl	President.
Herman L. Baer	Secretary.
Chas. J. Harrison	Treasurer.

SOMERSET AND MINERAL POINT.

STATE OF PENNSYLVANIA, }
Somerset County, } ss:

Personally appeared A. H. Coffroth, president, and M. A. Sanner, treasurer, of the Somerset and Mineral Point railroad company, and in due form of law made oath that the statements in the within report, for the month of December, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. H. COFFROTH, *President.*

M. A. SANNER, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of March, 1875. }

JOHN H. UHL, *Notary Public.*

STOCK AND DEBT.

On the 1st day of December, A. D. 1874, the railroad and its franchises were sold to A. H. Coffroth for the sum of \$22,050, subject to a first mortgage of \$50,000. (Sec memorandum hereto attached.)

CHARACTERISTICS OF ROAD.

Length of main line of road, from Somerset to Mineral Point.....	9 $\frac{1}{10}$ miles.
Length of main line of road laid	9 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania.....	9 $\frac{1}{10}$ "
Length of double track of road, and branch roads owned and roads worked or leased by the company.....	None.

RAILROAD REPORT.

519

Length of sidings, including Y	1,200 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Number of engine houses and shops	1
Number of engines, (leased,)	1
Number of first class passenger cars, (leased,).....	1
Number of second class passenger, baggage, mail and express cars, (leased,)	1
Number of freight cars: House cars, 1; trucks, 2; total, (leased,)	3
Number of coal, ore, stone and caboose cars, number of iron and stone bridges, number of tunnels, and length in miles laid with steel rail.....	None.
Number of wooden bridges, (total length in feet, 60,)	1
Number of culverts, (total length in feet, 60,).....	5
Number of stations on main road: Passenger and freight,	8
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of roadway: Depot house and lot.....	\$3,500 00
How is track laid, and on what foundation? Wood ties and stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,080
Number of miles run by freight trains	933
Number of miles run by coal trains.....	None.
Number of through passengers for the month of December on main road.....	1,176
Number of passengers (all classes) carried in cars.....	1,566
Number of tons of 2,000 lbs. of through freight for the month of December on main road.....	610
Number of passengers and tons of freight carried one mile,	No data.
Gross amount of tonnage for the month of December, (2,000 lbs. per ton,).....	610
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express and freight trains, including stops.....	15
Weight of first class passenger engines.....	26 tons.
Weight of freight engines.....	26 "

Monthly statement of passengers (all classes) carried in cars :

December, 1874.....	1,566
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The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal,.....	20	Stone and lime	70
Petroleum and other oils.....	7	Agricultural products.....	10
Pig iron.....	10	Merchandise and manufactures.....	216
Railroad iron.....	5	Live stock.....	20
Other iron or castings.....	2	Lumber	250

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through passengers.....	5 cents.
For first class way passengers.....	pro rata.

The rate per ton (of 2,000 pounds) per mile, charged for freight :

For through freight.....	7 $\frac{1}{3}$ cents.
For through coal.....	5 $\frac{1}{2}$ "
For local freight.....	16 $\frac{1}{3}$ "
For local coal	None.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$13 69
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Repairs of machinery :

Rent of engine.....	\$500 00
Rent of passenger and baggage cars.....	50 00
Total	550 00

Operating the road :

Office expenses, stationery, &c.....	\$4 15
Agents and clerks.....	60 00
Porters, watchmen and switch tenders.....	30 00
Conductors, baggage masters and brakemen	85 00
Engineers and firemen.....	100 00
Fuel and cost of preparing for use.....	61 95
Total.....	341 10

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
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RAILROAD REPORT.

521

RECEIPTS FOR DECEMBER, 1874.

Passengers	\$522 05
Freight.....	430 49
Mail and express.....	119 12
Total	<u>1,071 66</u>

• SUMMARY of PAYMENTS.

For construction and equipment, dividends, interest, miscellaneous, furplus fund, municipal and State taxes.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	<u>\$904 79</u>

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average.....	<u>No data.</u>
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What express companies run on your road, and on what terms? Adams express; 15 cents per hundred pounds.

What transportation companies run on your road? None.

ACCIDENTS.

None.

MEMORANDUM.

On the first day of December, A. D. 1874, the Somerset and Mineral Point railroad and its franchises were sold to A. H. Coffroth by M. A. San-ner, Esq., trustee named in the second mortgage, for the payment of interest due on said second mortgage bonds, after due and legal notice given as required by law, for the sum of twenty-two thousand and fifty dollars, (\$22,050,) subject to a first mortgage of fifty thousand dollars, (\$50,000.)

The said trustee, on the 19th day of January, A. D. 1875, executed and delivered to the said A. H. Coffroth a deed of conveyance for the said railroad, its franchises, &c. Whereupon due notice was given in the public newspapers for organizing a new corporation, under the act of Assembly, approved the 8th day of April, A. D. 1861, entitled "An Act concerning the sale of railroads, canals, turnpikes and plank roads," and its supplement, approved the 19th day of February, A. D. 1867. And in pursuance of said notice a meeting was held on the 8th day of February, A. D. 1875, in the borough of Somerset, and the new corporation was organized; and that "The Somerset and Mineral Point Railroad Company" was adopted as the corporate name; and the capital stock fixed at six thousand shares at fifty dollars each, (three hundred thousand dollars);

and that A. H. Coffroth was elected president and M. A. Sanner, John H. Uhl, Wm. H. Koontz, H. L. Baer, Peter Hefley and Isaac Kaufman were elected directors.

And that a certificate of the proceedings organizing the new corporation, under the seal of the corporation, duly certified, was forwarded to the Secretary of State on the 17th day of February, A. D. 1875, and recorded in the office of the Secretary of the Commonwealth, at Harrisburg, on the 19th day of February, A. D. 1875; and on the same day the certificate of the Secretary of the Commonwealth, under the seal of the Commonwealth, was delivered to the Somerset and Mineral Point railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. A. Sanner.....	Somerset, Pa.
John H. Uhl.....	Somerset, Pa.
Wm. H. Koontz.....	Somerset, Pa.
H. L. Baer.....	Somerset, Pa.
Peter Hefley	Somerset, Pa.
Isaac Kaufman.....	Davidsville, Pa.
A. H. Coffroth, President.....	Somerset, Pa.
John H. Uhl, Secretary.....	Somerset, Pa.
M. A. Sanner, Treasurer.....	Somerset, Pa.

SOUTH MOUNTAIN.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared Wm. H. Bell, president, and Jeremiah Heilman, treasurer, of the South Mountain railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WM. H. BELL, *President.*

JEREMIAH HEILMAN, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of February, 1875. }

C. D. ZEHRING. *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$690,800 00
Amount paid in as by last report, including stock for right of way.....	386,439 39

RAILROAD REPORT.

523

Total amount now paid in of capital stock, including stock for right of way.....	\$557,803 35
Floating debt as by last report.....	103,210 61
The amount now of floating debt.....	118,500 00
Number of shares of stock issued, including shares of stock for right of way.....	10,321
Par value of each share.....	\$50 00
Average market value during the year. None in market.	
Amount paid in on each share, amount paid on subscription of stock including right of way.....	557,803 34

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction.....	\$465,200 00	\$696,303 00

CHARACTERISTICS OF ROAD.

Proposed length of main line of road from Harrisburg to Hamburg.....	55 miles.
Length of main line of road laid and length of main line of road in laid Pennsylvania.....	None.
Proposed gauge of road.....	4 feet 8½ in.
Proposed weight of rail per yard.....	65 pounds.
Number of miles of road graded.....	27

REMARKS.

SOUTH MOUNTAIN RAILROAD CO.,)
 PRESIDENT'S OFFICE,)
 JONESTOWN, PA., *February 11, 1875.* }

HON. HARRISON ALLEN,

Auditor General of the Commonwealth of Pennsylvania :

In making up the statement of the financial condition of the South Mountain railroad company, to December, 1874, the treasurer has included in said statement that portion of our line known as the Reading Branch, to run from "Straustown to Reading," said branch is being built under the privileges granted in supplement to our charter, the branch road is only commenced and we supposed it proper to represent it in the general statement of main line.

Yours truly,

WM. H. BELL.

President S. M. R. R. Co.

SOUTH MOUNTAIN IRON COMPANY'S

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Simon Heilman.....	Jonestown, Pa.
George T. Capp.....	Jonestown, Pa.
H. G. Eastman.....	Poughkeepsie, N. Y.
Jacob W. Grove.....	Fredericksburg, Pa.
John H. Lick.....	Lebanon, Pa.
Fred. Harner.....	Millersburg, Pa.
Henry Brobst.....	Rehersburg, Pa.
Michael Miller.....	Straustown, Pa.
Henry Cameron.....	Ono P. O. Pa.
Jacob Uhrich.....	East Hanover, Pa.
J. P. Seiler, M. D.....	Grantville, Pa.
G. M. Haine.....	Dauphin co., Pa.
Wm. H. Bell, President.....	Jonestown, Pa.
D. M. Rank, Vice President.....	East Hanover, Pa.
Jacob G. Heilman, Seeretary.....	Jonestown, Pa.
Jeremiah Heilman, Treasurer.....	Jonestown, Pa.

SOUTH MOUNTAIN IRON COMPANY'S.

City, County and State of New York, ss:

Personally appeared before a commissioner of the State of Pennsylvania B. G. Clark, president of the South Mountain Iron Company's railroad and in due form of law made oath, that the statements in the within report for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

B. G. CLARK, *President.*

Sworn and subscribed before me, this }
27th day of January, 1875. }

FRED. F. CHAMBERS,

Commissioner for the State of Pennsylvania in New York.

STATE OF PENNSYLVANIA, } ss:
Northampton County, }

Personally appeared before me, one of the justices of the peace in and for said county, John T. Knight, treasurer of the South Mountain Iron Company's railroad, and in due form of law made oath, that the statements set forth in the within or following report, for the financial year ending December 31, 1874, are true to the best of his knowledge and belief.

(Signed)

J. T. KNIGHT, *Treasurer.*

Sworn and subscribed before me, this }
28th day of January, 1875. }

W. H. HILDEBRAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, amount of stock subscribed, amount paid in as by last report, and total amount now paid in of capital stock.....	None.
Funded debt as per last report.....	\$377,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, December 1, 1888,).....	\$200,000 00
2d mortgage bonds, (date of maturity, March 1, 1884,).....	177,500 00
	<hr/>
	377,500 00
Floating debt as per last report and the amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	377,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends, number of shares of stock issued, par value of each share, average market value during the year and amount paid in on each share.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$342,841 34	\$342,841 34
Equipment.....	45,639 29	45,639 29
	<hr/>	<hr/>
Total cost.....	388,480 63	388,480 63

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carlisle to Pine Grove furnace.....	17.78 miles.
Length of main line of road laid.....	17.78 "
Length of main line of road laid in Pennsylvania.....	17.78 "
Length of double track of road.....	None.
Length of sidings	2.26 miles.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	51 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops: 2 engine houses, no shops.	
Number of engines.	3

Number of first class passenger cars, (average cost of each, \$3,000,).....	2
Number of second class passenger, baggage mail and express cars	None.
Number of freight cars: House cars, (average cost of each, \$800,) 4; trucks, (average cost of each, \$700,) 6; total.....	10
Number of coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges, and culverts.....	None.
Number of wooden bridges, (total length in feet, 100,) ...	1
Number of railroads crossed: Harrisburg and Potomac...	1
Number of stations on main road: Passenger, 9; freight, 6; total.....	15
Number of wood and water stations on main road.....	3
Value of real estate held by the company exclusive of roadway, and number of tunnels	None.
How is track laid, and on what foundation? Cross-ties, stone ballast, splice joint fastening.	
Length in miles laid with steel rail	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, mixed.....	15,336
Number of through passengers for the year on main road..	1,003
Number of passengers (all classes) carried in cars.....	12,892½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3,144
Number of passengers and tons of freight carried one mile, and number of passenger and tons of freight carried one mile in the State of Pennsylvania: No account kept.	.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	39,953½
Average rate of speed adopted by ordinary mixed trains, including stops, (miles per hour,).....	12
Average rate of speed adopted by express trains, including stops: Have none.	
Average rate of speed adopted by freight trains, including stops, mixed trains, miles per hour.....	12
Weight of first class passenger and freight engines.....	25 tons.

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	812	July, 1874	2,257
February, 1874.....	683	August, 1874.....	1,541
March, 1874.....	773.2	September, 1874.....	1,049.2
April, 1874.....	827.2	October, 1874.....	1,025
May, 1874.....	937	November, 1874.....	793.2
June, 1874.....	1,420	December, 1874.....	773.2

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	8,514.3
Iron and other ores.....	21,319.2
Lumber	2,711.2
Other articles.....	7,407.3

The rate of fare for passengers charged for the respective classes per mile, as follows:

For all classes, per mile.....	4 cents.
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The rate per ton of (2,000 pounds) per mile charged for freight:

For through and local freight and coal, per ton per mile...	5 cents.
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$6,092 37
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Repairs of machinery:

Repairs of engines and tenders.....	\$6,347 81
Repairs of passenger and baggage cars.....	129 63
Repairs of freight cars.....	64 79
	<hr/>
	6,542 23

Operating the road:

Office expenses, stationery, &c.....	\$209 65
Agents and clerks.....	2,566 50
Conductors, baggage masters and brakemen...	1,614 00
Engineers and firemen	1,170 00
Fuel, and cost of preparing for use.....	3,043 41
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	379 13
Telegraph, mail and station expenses.....	120 25
Loss and damage of goods and baggage.....	14 00
Use of freight cars.....	419 75
General superintendence.....	1,750 00
Contingencies.....	95 88
	<hr/>
	11,382 57

Amount allotted to passenger and freight transportation: No separate account kept.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources. Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Total.
January, 1874.....	\$272 70	\$2,611 80	.....	\$2,884 50
February, 1874.....	191 95	2,477 89	.....	2,669 84
March, 1874.....	289 10	2,901 80	\$112 50	3,303 40
April, 1874.....	276 55	2,906 88	.....	3,183 43
May, 1874.....	309 55	2,399 23	.....	2,708 78
June, 1874.....	441 30	2,225 82	112 50	2,779 62
July, 1874.....	703 17	1,843 44	.....	2,546 61
August, 1874.....	586 38	1,311 35	.....	1,897 73
September, 1874.....	434 05	1,758 49	112 50	2,305 04
October, 1874.....	413 90	1,512 78	.....	1,926 68
November, 1874.....	283 20	1,316 50	.....	1,599 70
December, 1874.....	288 20	1,094 86	112 50	1,495 56
Total.....	4,490 05	24,360 84	450 00	29,300 89

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$24,017 17
For dividends.....	None.
For interest.....	24,425 00
For miscellaneous, surplus fund, municipal, State and United States taxes.....	Nothing.
Total.....	\$48,442 17

Cost of transportation :

Cost per passenger, and cost per ton freight per mile, proximate average : Run mixed trains : no separate accounts kept.

What express and transportation companies run on your road ? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
B. G. Clarke	New York city.
David Thomas.....	Catasauqua, Pa.
Samuel Thomas	Catasauqua, Pa.
John T. Knight.....	Easton, Pa.
Wm. W. Marsh.....	Schooley's Mountain, N. J.
Charles Stewart.....	Easton, Pa.
Daniel Runkle.....	Asbury, N. J.
B. G. Clarke, President.....	New York city.
John T. Knight, Secretary and Treasurer.....	Easton, Pa.

SOUTHERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Franklin County, } ss:

Personally appeared Thomas B. Kennedy, president, and John L. Ritchey, treasurer, of the Southern Pennsylvania railway and mining company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

T. B. KENNEDY, *President.*

JOHN L. RITCHEY, *Treasurer.*

Sworn and subscribed before me, this)
 16th day of January, 1875. }

J. M. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law : Under re-organization	
under act of April 8, 1861.....	\$800,000 00
Amount of stock issued.....	800,000 00
Amount paid in as by last report.....	800,000 00
Total amount now paid in of capital stock: Under re-	
organization under act of April 8, 1861, as per terms of	
organization.....	800,000 00
Funded debt as per last report.....	625,000 00
The amount now of funded debt: No funded, but subject	
to the lien of a mortgage of the Southern Pennsylvania	
iron and railroad company, (date of maturity of said	
mortgage, A. D. 1900,).....	625,000 00

Amount of 1st mortgage of Southern Pennsylvania iron and railroad company, and unpaid interest.....	635,500 00
Floating debt as per last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	635,500 00
Rate per cent. per annum of interest on 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	16,000
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share: As per organization under act of April 8, 1861	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost as per purchase	\$973,750 00	\$973,750 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Southern Pennsylvania Junction to Richmond.....	21 miles.
Length of main line of road laid	21 "
Length of main line of road laid in Pennsylvania.....	21 "
Length of double track of road	None.
Length of sidings	2,275 feet.
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company and their length, viz:	
Richmond to Ore Bank.....	2 miles.
Roads worked or leased by the company, number of first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of engine houses	1
Number of engines	1
Number of iron and stone bridge.....	None.
Number of wooden bridges, (total length in feet, 454,).....	3
Number of culverts, (total length in feet, 2,037; average width 2 feet)	52
Number of railroads crossed.....	None.
Number of stations on main line: Passenger, 10; freight, 5; total.....	15

RAILROAD REPORT.

531

Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road-way	\$150,000 00
Number of tunnels and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? Cross-ties resting on slate and stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	10,922
Number of miles run by freight trains.....	14,406
Number of miles run by coal trains.....	None.
Number of passengers and tons of freight carried for the year on main road: Included in Cumberland Valley railroad report.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	22
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10
Weight of first class passenger and freight engines. Included in Cumberland Valley railroad report.	

Monthly statement of passengers (all classes) carried in cars :

Included in Cumberland Valley railroad report.

The amount of freight specifying the quantity in tons :

Included in Cumberland Valley railroad report.

The rate of fare for passengers charged for the respective classes per mile as follows :

For first class through passengers.....	3½ cents.
For first class way passengers ,.....	3½ “
For second class through and second class way passengers,	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

Included in the Cumberland Valley railroad report.

EXPENSES.

	Allocated to pas- sengers.....	Allocated to freight,	Total.....
<i>Conducting transportation:</i>			
Conductors	\$343 37	\$516 89	\$860 26
Baggagemasters	162 50		162 50
Brakemen	219 03	1,351 93	1,570 96
Despatchers.....		155 61	155 61
Agents and clerks.....	443 33	765 95	1,209 28
Station labor		24 59	24 59
Mail expenses.....	30 00		30 00
Station expenses.....	15 11	35 25	50 36
Train expenses.....	40 20	93 80	134 00
Loss and damage to freight.....		5 24	5 24
Loss and damage to baggage.....	1 78		1 78
Car service.....	709 72	546 84	1,256 56
Passenger depot repairs.....	19 35		19 35
Freight depot repairs.....		137 40	137 40
Oiling and inspecting cars.....	12 57	29 34	41 91
Insurance.....	18 83	18 84	37 67
Superintendence.....	32 47	75 77	108 24
Clerks in general office	30 86	72 01	102 87
Stationery and printing.....	57 47	55 60	113 07
Advertising.....	17 95		17 95
Incidental expenses.....	6 38	14 88	21 26
Watchmen.....	14 02	32 70	46 72
Switchmen.....	7 38	17 22	24 60
Gratuity to employees.....		1 44	1 44
Furniture for stations.....	4 76	11 12	15 88
Extraordinary expenses.....		9 37	9 37
Total.....	2,187 08	3,971 79	6,158 87
<i>Motive powers:</i>			
Engineers and firemen	\$752 75	\$2,189 98	\$2,942 73
Watching and cleaning engines.....		25 00	25 00
Shop labor.....	7 11	50 89	58 00
Water supply.....	41 90	83 79	125 69
Locomotive repairs	67 64	522 81	590 45
Oil and waste for locomotives.....	41 80	144 84	186 64
Fuel for locomotives.....	1,914 30	3,828 60	5,742 90
Fuel for engine houses and shops.....	4 08	29 21	33 29
Water stations repairs.....	38 27	57 40	95 67
Machine shops repairs.....	6 65	47 72	54 37
Superintendence.....	9 00	64 50	73 50
Watchmen.....	1 68	12 03	13 71
Gratuity to employees.....	63	4 50	5 13
Tools and machinery repairs.....	6 71	48 06	54 77
Total.....	2,892 52	7,109 33	10,001 85
<i>Maintenance of way:</i>			
Road repairs.....	\$3,035 22	\$6,070 45	\$9,105 67
Culverts, cattle guards and road crossings.....	3 31	6 63	9 94
Snow and ice	2 43	4 84	7 27
Road and hand car repairs.....	11 82	23 64	35 46
Tool and watch houses.....	2 88	5 77	8 65
Bridge superstructure repairs.....	2 85	5 69	8 54
Superintendence.....	\$145 40	\$290 78	\$436 18
Clerks in general office.....	25 63	51 26	76 89
Stationery and printing.....	5 04	10 06	15 10
Repairs of tools.....	32 18	64 35	96 53
Extraordinary expenses	1 73	3 47	5 20
Total.....	3,268 49	6,536 94	9,805 43

RAILROAD REPORT.

533

EXPENSES—*Continued.*

	Alotted to pas- sengers	Alotted to freight,	Total
<i>General expenses :</i>			
Salary of officers	\$172 11	\$333 23	\$505 34
Legal expenses	7 21	13 97	21 18
Insurance	1 76	3 41	5 17
Clerks in general office	21 62	41 86	63 48
General office expenses	4 28	8 28	12 56
Stationery and printing	3 89	7 53	11 42
Incidentals	3 42	6 63	10 05
Furniture, general office	2 73	5 28	8 01
Total	217 02	420 19	637 21
<i>Recapitulation :</i>			
Conducting transportation	\$2,187 08	\$3,971 79	\$6,158 87
Motive powers	2,892 52	7,109 33	10,001 85
Maintenance of way	3,268 49	6,536 94	9,805 43
General expenses	217 02	420 19	637 21
Total	8,565 11	18,038 25	26,603 36

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
October, 1873	\$1,640 69	\$1,569 76	\$1,396 89	\$3,607 34
November, 1873	546 93	1,767 22	121 33	2,435 48
December, 1873	562 56	1,957 24	131 20	2,651 00
January, 1874	554 75	1,686 57	113 07	2,354 39
February 1874	445 36	1,783 55	108 01	2,336 92
March, 1874	562 56	2,129 22	110 63	2,802 41
April, 1874	554 75	2,225 10	107 34	2,887 19
May, 1874	601 63	2,348 07	103 56	3,053 26
June, 1874	640 69	2,227 17	112 49	2,980 35
July, 1874	820 40	1,977 72	109 48	2,907 60
August, 1874	1,078 24	1,643 54	164 05	2,885 83
September, 1874	804 77	1,817 59	177 76	2,800 12
Total	7,813 33	23,132 75	2,755 81	33,701 89

SUMMARY OF PAYMENTS.

For construction and equipment..... \$904 69

For maintaining the road, &c.—repairs of machinery and
operating the road..... 26,603 36

For dividends..... None.

For interest, paid by Southern Pennsylvania railway and
mining company..... 33,250 00

For miscellaneous and surplus fund.....	None.
For municipal taxes.....	338 56
For State taxes.....	480 00
For United States taxes.....	None.
Total	61,101 41

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average. Included in Cumberland Valley railroad report.

What express companies run on your road, and on what terms? Adams express company, at \$398 20 per annum.

What transportation companies run on your road. None.

ACCIDENTS.

None.

The Southern Pennsylvania iron and railroad company was sold on the 26th of December, 1872, at public sale, in Philadelphia, by the trustee in the second mortgage. This sale was subject to a first mortgage of \$625,000, interest due from 1st March, 1872, 7 per cent. gold.

A new company was organized by the purchasers under the corporate name of the Southern Pennsylvania railway and mining company, with a capital stock of \$800,000.

In addition to the railroad the company owns in fee about 4,000 acres of ore lands and has a leasehold interest in about 5,000 acres additional and an anthracite furnace.

The railroad of this company is operated under a lease by the Cumberland Valley railroad company for the operating expenses; and 8 per cent. on the value of the rolling stock used upon said road. The lease is for 199 years from 1st of March, 1870. The foregoing is a statement of the receipts and expenditures of the railroad proper, of the Southern Pennsylvania railway and mining company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. B. Kennedy	Chambersburg, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Strickland Kneass	Philadelphia, Pa.
Wm. J. Howard	Philadelphia, Pa.
Thomas B. Kennedy, President.....	Chambersburg.
John L. Ritchey, Secretary and Treasurer.....	Chambersburg.

SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Southwark railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

ISAAC HINCKLEY, *President.*

ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1875. }

WM. J. DONALDSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report	58,468 00
Total amount now paid in of capital stock	58,468 00
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, February and August, each	3 per cent.
Number of shares of stock issued	4,000
Par value of each share	\$50 00
Average market value during year	No sales.
Amount paid in on each share, \$14 on 3,383 shares ; \$18 on 617 shares	58,468 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$58,468 00	\$58,468 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Broad street and Washington avenue, to Swanson and Almond streets	1.72 miles.
Length of main line of road laid	1.72 "
Length of main line of road laid in Pennsylvania.....	1.72 "
Length of double track of road.....	1.39 "
Length of sidings, and branch roads owned and roads worked or leased by the company	None.
Gauge of road	4 $\frac{7}{16}$ feet.
Weight of rail per yard on main track: 56, 58, 60, 64 and 68 pounds.	

SUMMARY OF PAYMENTS.

Dividends	\$3,508 08
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The expenses and earnings are included in the report of the Philadelphia, Wilmington and Baltimore railroad company, lessee of the Southwark railroad.

At a meeting of the stockholders of the Southwark railroad company, August 29, 1853, it was,

Resolved, To re-lay the road, to call in instalments sufficient to pay the same, and to lease the road to the Philadelphia, Wilmington and Baltimore railroad company, for six per cent. per annum on the cost.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia..
Robert J. Mercer.....	Philadelphia..
S. M. Felton.....	Thurlow.
Alfred Horner	Philadelphia..
Joseph Huddell.....	Philadelphia..
H. F. Kenny.....	Philadelphia..
John H. Fine.....	Bryn Mawr.
Isaac Hinckley, President.....	Philadelphia.
Alfred Horner, Secretary and Treasurer.....	Philadelphia.

SOUTH PENNSYLVANIA.

OFFICE SOUTH PENNSYLVANIA RAILROAD COMPANY, }
Harrisburg, April 20, 1875. }

HON. HARRISON ALLEN, *Auditor General*:

SIR: In my letter of January, 1874, (see Aud. Gen. report for 1873, p. 587,) I contemplated the expiration of our company's charter by limitation on the 31st day of March of that year. Several other companies in the State, however, being situated about as we were, the Legislature passed a general law, signed on the 14th of May, 1874, under which, upon complying with certain conditions therein prescribed, such companies might have an extension of their charters. The act having been submitted to our stockholders, they have concluded to accept the same, and they now hope and believe that on the subsidence of the effects of the panic they will at least be able to construct a sufficient length of their line to reach the iron ore which is being developed in paying quantities within a short distance of their eastern terminus. The transportation of this ore, with that of the agricultural and sylvan products of the undeveloped country through which their road passes, they do not doubt will yield a profit to the stockholders and eventually lead to the completion of their whole line.

The old board of directors and officers still hold their places, with the exception of the Hon. William Hiester, who resigned on account of ill health, his place being filled by Col. C. B. M'Knight.

I am very respectfully your obedient servant,

JAMES WORRALL, *President*.

SOUTH-WEST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared G. B. Roberts, president, and Albert Hewson, treasurer, of the South-west Pennsylvania railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President*.

ALBERT HEWSON, *Treasurer*.

Sworn and subscribed before me, this }
 15th day of February, A. D. 1875. }

HENRY C. SPACKMAN, *N. P*

STOCK AND DEBT.

Capital stock as authorized by law, (with authority to increase,)	\$500,000 00
Amount of stock subscribed	440,550 00
Amount paid in as by last report	359,857 50
Total amount now paid in of capital stock	415,830 00
Funded debt as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, August 1, 1903)	\$750,000 00
Certificates of indebtedness	21,500 00
	<hr/>
	771,500 00
Floating debt as per last report	590,815 86
The amount now of floating debt	68,500 00
Total amount now of floating and funded debt	840,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. ; certificates of indebtedness, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends :	
Cash, October 1st, 3 per cent. on 8,217 shares, full paid stock.	
Number of shares of stock issued	8,291
Par value of each share	\$50 00
Average market value during the year: Not informed of any sales.	
Amount paid in on each share: \$50 per share on 8,291 shares, \$1,280, paid on account, 520 shares unissued.	
Amount of capital on which the respective dividends were declared	410,850 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$963,837 00	\$1,199,427 59

CHARACTERISTICS OF ROAD

Length of main line of road: Not determined; final location not completed.	
Length of main line of road laid, from Greensburg to crossing of P. & C. R. R.	24 $\frac{4}{10}$ miles.
Length of main line of road laid in Pennsylvania	24 $\frac{4}{10}$ "
Length of double track of road	None.
Length of sidings	4 $\frac{8}{10}$ miles.

RAILROAD REPORT.

539

Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned, worked or leased by the company...	None.
Number of engine houses and shops.....	2
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,045,)	19
Number of culverts, (total length in feet, 133,).....	37
Number of railroads crossed.....	1
Number of stations on main road: Passenger and freight, combined.....	16
Number of wood and water stations on main road.....	3
Value of real estate held by the company exclusive of road- way.....	\$1,500 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross- ties and stone ballast.	
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year :

From stockholders.....	\$56,159 72
From sale of bonds.....	112,500 00
From other sources.....	66,930 85
Total	235,590 57

This road is operated and returns are made by the Pennsylvania railroad company, to which company it is leased for five years from April 1, 1873.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
John K. Ewing.....	Uniontown, Pa.
D. R. Davidson.....	Pittsburg, Pa.
Israel Painter.....	West Newton, Pa.
S. Dellinger.....	Rupp's Dale, Pa.
G. A. Torrence.....	Connellsville, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Strickland Kneass	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
J. F. Wintling.....	Greensburg, Pa.
B. F. Ruff.....	Pittsburg, Pa.
Robt. Hogsett.....	Uniontown, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
G. B. Roberts, President.....	233 South Fourth st., Phila., Pa.
D. W. Shryock, Secretary.....	Greensburg, Pa.
Albert Hewson, Treasurer.....	233 South Fourth st., Phila., Pa.

SPRING BROOK.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Thomas D. Sax, late president, and Lewis C. Hessler, treasurer, of the Spring Brook railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

THOMAS D. SAX, *President.*

L. C. HESSLER, *Treasurer.*

Sworn and subscribed before me this }
 24th day of February, 1875. }

C. S. STARK, *Notary Public*

STOCK AND DEBT.

Capital stock as authorized by law, with right to increase,	\$25,000 00
Amount of stock subscribed.....	37,800 00
Amount paid in as by last report.....	37,800 00
Total amount now paid in of capital stock.....	37,800 00
Funded debt as per last report.....	None.
The amount now of funded debt: 1st mortgage bonds, (date of maturity,) $\frac{1}{10}$ annually	15,000 00
Floating debt as per last report	2,000 00
The amount now of floating debt, about.....	4,000 00
Total amount now of floating and funded debt	19,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	1,512
Par value of each share.....	\$25 00
Average market value during the year.....	None.
Amount paid in on each share.....	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$39,800 00	\$58,800 00

RAILROAD REPORT.

541

CHARACTERISTICS OF ROAD.

Length of main line of road, from Moosic to Upper Spring Brook.....	8½ miles.
Length of main line of road laid.....	8½ "
Length of main line of road laid in Pennsylvania.....	8½ "
Length of double track of road.....	None.
Length of sidings.....	½ mile.
Gauge of road.....	4 ft. 3 in.
Weight of rail per yard on main track: 3 miles 22 pounds to yard; balance 25 pounds; some strap rail.	
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses.....	1
Number of engines.....	1
Number of first and second class passenger, baggage, mail express, coal, ore, stone and caboose cars, number of iron and stone bridges, number of culverts, number of stations on main road, value of real estate held by the company exclusive of roadway, number of tunnels, and length in miles laid with steel rail.....	None
Number of freight cars: Trucks, (cost of each, \$200,)....	18
Number of wooden bridges, (total length in feet, 400,)...	6
Number of railroads crossed.....	2
Number of wood and water stations on main road.....	1
How is track laid and on what foundation? Dirt foundation, laid on ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, and number of through passengers for the year on main road.....	None.
Number of miles run by freight trains.....	2,700
Number of tons of 2,000 lbs. of through freight for the year on main road.....	6,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	6,000
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	4
Weight of freight engines.....	5 tons.

The amount of freight, specifying the quantity in tons:

Lumber.....	6,000
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight : 50 cents per ton for length of road.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, and taxes on real estate.....	\$1,200 00
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Repairs of machinery :

Repairs of engines and tenders.....	\$100 00
Repairs of freight cars.....	200 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	350 00
Total	650 00

Operating the road :

Brakemen.....	\$500 00
Engineers and firemen	1,200 00
Contingencies.....	150 00
Total	1,850 00

Receipts on construction and equipment account during the year :

From stockholders.....	Nothing.
From sale of bonds : One bond and first mortgage on road and franchises	\$15,000 00

RECEIPTS.

We have no books showing monthly receipts ; the road has only been operated for four miles during the past year, not having been completed, and it was operated and used almost exclusively by a lumber firm, and they paid the expenses for the use of the road.

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$15,000 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	3,700 00
For dividends, interest, miscellaneous, surplus fund and municipal taxes.....	None.
For State taxes	28 35
Total	18,728 35

ACCIDENTS.

No accidents during the year by which any one was hurt.

PITTSBURGH, PA., *February 27, 1875.*

Hon. Harrison Allen:

I inclose the report of the Spring Brook railway company in as perfect a shape as we can get it. The road is not complete and has never done a general business. Next year we hope to be more accurate.

Respectfully,

C. S. STARK, *Secretary.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Pugh	Pittston, Pa.
C. S. Stark	Pittston, Pa.
John M. Grier.....	Moosic, Luzerne county, Pa.
William Hessler.....	Moosic, Luzerne county, Pa.
Lewis C. Hessler.....	Moosic, Luzerne county, Pa.
Charles Pugh, President.....	Pittston, Luzerne county, Pa.
C. S. Stark, Secretary.....	Pittston, Luzerne county, Pa.
Lewis C. Hessler, Treasurer.....	Moosic, Luzerne county, Pa.

NOTE—This report is made by Thomas D. Sax, who has just resigned his office as President.

STONY CREEK.

STATE OF PENNSYLVANIA, }
Montgomery County, } ss:

Personally appeared Franklin A. Comly, president, and F. D. Sower, treasurer, of the Stony Creek railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

F. D. SOWER, *Treasurer.*

Affirmed and subscribed before me, this }
 18th day of February, 1875. }

H. C. HOOVER, *A. J.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$300,000 00
Amount of stock subscribed.....	150,850 00
Amount paid in as by last report.....	140,560 00

Total amount now paid in of capital stock.....	\$141,600 00
Funded debt as per last report	25,500 00
The amount now of funded debt: 1st mortgage bonds....	25,500 00
Floating debt as per last report	287,873 75
The amount now of floating debt.....	346,717 33
Total amount now of floating and funded debt.....	372,217 33
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	2,832
Par value of each share	\$50 00
Average market value during the year: None in market.	
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate and railway,	\$455,445 46	\$488,414 70

CHARACTERISTICS OF ROAD.

Length of main line of road, from Norristown to Lansdale,	10 $\frac{3}{10}$ miles.
Length of main line of road laid	10 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania.....	10 $\frac{3}{10}$ "
Length of double track of road and sidings, branch roads owned and roads worked or leased by the company, number of engines, first and second class passenger, baggage, mail, express, freight and caboose cars.....	None.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	58 pounds.
Number of engine houses	1
Number of iron bridges.....	3
Number of wooden and stone bridges.....	None.
Number of culverts, (total length in feet: Opening, 6 feet; length, 51 feet,).....	1
Number of railroads crossed and number of tunnels.....	None.
Number of stations on main road: Passenger and freight,	8
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of roadway	\$40,600 00
How is track laid and on what foundation? Iron rails of 58 pounds to yard, fish joints, earth and stone ballast.	

Length in miles laid with steel rails.....	None.
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DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains.....	16,662
Number of miles run by coal trains	None.
Number of through passengers for ten months on main road, all local.....	45,070
Number of tons (of 2,000 pound) of through freight for ten months on main road.....	7,186
Number of passengers carried one mile.....	398,638
Number of tons of freight carried one mile.....	58,508
Number of passengers carried one mile in the State of Pennsylvania	398,638
Number of tons of freight carried one mile in the State of Pennsylvania	58,508
Gross amount of tonnage for ten months, (2,000 pounds per ton).....	7,186
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops	9
Weight of first class passenger and freight engines.....	None.

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	2,389	July, 1874	8,071
February, 1874.....	2,244	August, 1874.....	11,437
March, 1874.....	2,173	September, 1874.....	5,523
April, 1874.....	2,261	October, 1874	4,701
May, 1874.....	3,191		
June, 1874.....	3,080	Total.....	45,070

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	3,427	Lumber.....	847
Pig iron.....	56	Other articles.....	281
Agricultural products.....	13		
Merchandise and manufactures....	2,562	Total.....	7,186

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through and way passengers, all local.....	2.37 cents.
For second class through and way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal, local, per ton per mile.....	4.66 cents.
For local freight and coal, average, per ton per mile.....	4.66 "

EXPENSES.

Rolling stock furnished and road operated by North Pennsylvania railroad company.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Rents.	Total.
November, 1873.....				\$840 00	\$840 00
December, 1873.....				72 00	72 00
January, 1874.....	\$453 86	\$234 48	\$40 07	664 00	1,392 41
February, 1874.....	442 83	116 18	46 54	7 00	657 55
March, 1874.....	543 16	244 07	44 47	791 00	1,622 70
April, 1874.....	599 76	190 63	43 46	372 00	1,205 85
May, 1874.....	889 05	187 69	43 89	124 00	1,244 63
June, 1874.....	857 28	247 47	39 42	366 00	1,510 17
July, 1874.....	1,124 69	257 69	44 03	141 00	1,567 41
August, 1874.....	2,054 49	302 67	50 78	212 00	2,619 94
September, 1874.....	1,341 94	423 77	53 96	121 00	1,940 67
October, 1874.....	1,121 82	475 35	53 60	308 25	1,959 02
Total.....	9,428 88	2,725 00	460 22	4,018 25	16,632 35

SUMMARY OF PAYMENTS.

For construction and real estate and right of way.....	\$32,969 24
For maintaining the road, &c.—and operating the road....	14,788 85
For dividends and surplus fund.....	None.
For interest, coupons.....	1,785 00
For miscellaneous, interest on floating debt.....	18,496 97
For municipal taxes, repairs of real estate, &c.....	11,552 77
For State taxes, tonnage	6 35
Total	79,599 18

Cost of transportation :

Cost per passenger per mile, proximate average.....	2.37 cents.
Cost per ton freight per mile, proximate average.....	4.60 “

What express companies run on your road, and on what terms? Central express, 12 cents per ton per mile.

What transportation companies run on your road? None.

ACCIDENTS.

None.

This road is operated under a temporary arrangement with the North Pennsylvania railroad company who furnish the motive power, for which they charge 15 cents per mile, in addition to the proportion of charges for other expenses.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. R. Cox.....	Norristown.
S. E. Hartranft.....	Norristown.
Franklin Derr.....	Norristown.
Daniel Quillman.....	Norristown.
Oliver G. Morris.....	Line Lexington.
N. H. Anders.....	Kulpsville.
D. C. Getty.....	Norristown.
D. S. Heebner.....	Landsdale.
Ellwood Shannan.....	Philadelphia.
J. G. Fell.....	Philadelphia.
Ed. C. Knight.....	Philadelphia.
Josh. Comly.....	Philadelphia.
F. C. Comly, President.....	407 Walnut street, Phila.
Franklin D. Sower, Secretary and Treasurer.....	Norristown.

SULLIVAN AND ERIE COAL.

TOWANDO, *April 7, 1875.*

HARRISON ALLEN,

Auditor General of Pennsylvania:

DEAR SIR:—The first mortgage of the Sullivan and Erie coal and railroad company was foreclosed by the bondholders on the 14th of October, 1874, and a new company organized under the name of the State Line and Erie coal and railroad company.

Respectfully,

CHARLES E. PARSONS, *President.*

SUMMIT BRANCH.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph N. DuBarry, president, and Strickland Kneass, treasurer, of the Summit Branch railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. N. DUBARRY, *President.*

STRICKLAND KNEASS, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1875. }

HENRY C. SPACKMAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$4,125,000 00
Amount of stock subscribed	3,883,900 00
Amount paid in as by last report	2,502,250 00
Total amount now paid in of capital stock	3,883,900 00
Funded debt as per last report	115,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,)	\$84,000 00
2d mortgage bonds, (date of maturity, January 1, 1904,)	600,000 00
	<hr/>
	684,000 00
Floating debt as per last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	684,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: Cash, February 15, 1874, 3 per cent.; August 15, 1874, 3 per cent.	
Number of shares of stock issued	77,678
Par value of each share	\$50 00

RAILROAD REPORT.

549

Average market value during the year.....	\$36 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: February 15, on \$2,502,250; August 15, on \$3,883,900.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction and equipment, (no separate accounts kept,) including Lykens Valley railroad leased.	<u>\$988,902 37</u>	<u>\$988,902 37</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williams-town.....	20 miles.
Length of main line of road laid	20 "
Length of main line of road laid in Pennsylvania.....	20 "
Length of double track of road	None.
Length of sidings	10 $\frac{1}{4}$ miles.
Gauge of road	4 ft. 9 inches.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company and their length, viz:	$\frac{1}{2}$ mile.
Roads worked or leased by the company, viz: Lykens Valley railroad.	
Number engine houses and shops.....	6
Number of engines.....	7
Number of first class passenger cars.....	None.
Number of second class passenger cars, (average cost of each, \$650,).....	1
Number of baggage, mail and express cars, (average cost of each, \$550,).....	3
Number of freight cars: Gondolas, (average cost of each, \$650,)	5
Number of coal cars, (average cost of each, \$225,).....	3
Number of caboose cars, (average cost, \$350,).....	1
Number of iron bridges, (total length in feet, 67,).....	1
Number of wooden bridges, (total length in feet, 116,)....	3
Number of stone bridges, number of tunnels, and length in miles laid with steel rails.....	None.
Number of culverts, (total length in feet, 608,).....	17
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 6; freight, 4; total.....	6

Number of wood and water stations on main road.....	4
Value of real estate held by the company exclusive of road-way	\$1,500,000 00
How is track laid, and on what foundation? Cross-ties and broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	12,550
Number of miles run by freight and coal trains : No account kept.	
Number of through passengers for the year on main road,	2,197
Number of passengers (all classes) carried in cars.....	20,519
Number of tons of 2,000 lbs. of through freight for the year on main road.....	363,572
Number of passengers carried one mile.....	237,540
Number of tons of freight carried one mile.....	9,557,327
Number of passengers carried one mile in the State of Pennsylvania	237,540
Number of tons of freight carried one mile in the State of Pennsylvania	9,557,327
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	512,021
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express trains.....	None.
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	35 "

Monthly statement of passengers (all classes) carried in cars :

December, 1873.....	1,750	June, 1874.....	1,718
January, 1874	1,683	July, 1874.....	1,696
February, 1874	1,383	August, 1874.....	2,095
March, 1874.....	1,594	September, 1874.....	1,526
April, 1874.....	1,761	October, 1874.....	1,564
May, 1874.....	1,946	November, 1874.....	1,808

The amount of freight, specifying the quantity in tons of 2,000 pounds :

Anthracite coal	503,865
Other articles.....	8,336
Total	512,201

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 $\frac{82}{100}$ cents.
For first class way passengers	3 $\frac{82}{100}$ "
For second class through and way passengers	None.

The rate per ton (of 2,000 pounds,) per mile charged for freight.

For through freight, per ton per mile.....	5 cents.
For through coal, per ton per mile.....	2 $\frac{92}{100}$ "
For local freight, per ton per mile.....	6 "
For local coal, per ton per mile.....	4 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, includings.....	\$28,567 01
Taxes on real estate.....	97 92
Total	28,664 93

Repairs of machinery :

Repairs of engines and tenders	\$5,178 04
Repairs of freight cars.....	1,283 21
Repairs of tools and machinery in shops	866 43
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	862 72
Total	8,190 40

Operating the road :

Office expenses, stationery, &c.....	\$1,272 40
Agents and clerks.....	4,045 08
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furni- ture and fixtures, wood and water station attendance, conductors, baggage masters and brakemen.....	8,814 59
Engineers and firemen.....	12,001 72
Fuel, and cost of preparing for use.....	7,467 30
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,690 39
General superintendence	3,000 00
Contingencies.....	135 72
Total	38,427 20

Allotted to passenger transportation, (no separate account kept of items,)..... \$7,126 20

Allotted to freight transportation, (no separate account kept of items,)..... \$68,156 33

Receipts on construction and equipment account during the year :

From stockholders..... \$952,725 94
From sale of bonds..... 475,800 00

Total 1,428,525 94

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
December, 1873.....	\$775 65	\$10,909 64	\$700 24	\$12,385 53
January, 1874.....	781 70	7,468 95	772 85	9,023 50
February, 1874.....	601 45	7,214 18	1,389 42	9,205 05
March, 1874.....	736 80	13,859 91	1,412 48	16,009 19
April, 1874.....	771 05	22,365 62	1,517 05	24,653 72
May, 1874.....	872 40	32,529 40	11,617 67	45,019 47
June, 1874.....	727 55	34,449 89	1,191 52	36,368 96
July, 1874.....	730 30	36,639 66	2,186 73	39,556 69
August, 1874.....	995 69	25,406 21	1,697 38	28,099 28
September, 1874.....	647 45	30,164 10	1,432 81	32,244 36
October, 1874.....	704 79	31,007 21	1,850 54	36,562 54
November, 1874.....	754 16	19,150 95	1,003 03	20,908 14
Total.....	9,098 99	274,165 72	26,771 72	310,036 43

SUMMARY OF PAYMENTS.

For construction and equipment: Coal, \$1,428,525 94;
railroad, \$640 52.
For maintaining the road, &c.—repairs of machinery and
operating the road..... \$75,282 53
For dividends: Coal and railroad..... 191,584 50
For rent..... 62,499 96
For miscellaneous..... 27,582 54
For municipal and State taxes 18,359 57

Total 375,949 62

Cost of transportation :

Cost per passenger per mile, proximate average..... 3 cents.
Cost per ton freight per mile, proximate average.... $\frac{714}{1000}$ "

What express companies run on your road? Adams express by conductor.

What transportation companies run on your road? None

ACCIDENTS.

	Injured.
Others	<u>1</u>

Eli Snyder, boy, 14 years of age, trying to get on an empty train when backing into a siding, fell and had one foot crushed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Jacob P. Jones.....	Philadelphia.
Wistar Morris.....	Philadelphia.
E. C. Biddle.....	Philadelphia.
J. N. DuBarry.....	Baltimore.
J. D. Cameron.....	Harrisburg.
J. N. DuBarry, President.....	Baltimore.
Strickland Kneass, Secretary and Treasurer.....	Philadelphia.

SUNBURY AND LEWISTOWN.

PENNSYLVANIA RAILROAD COMPANY, }
 PRESIDENT'S OFFICE, }
Philadelphia, February 23, 1875. }

HON. H. ALLEN, *Auditor General*:

DEAR SIR:—I have received a circular relative to the Sunbury and Lewistown railroad returns, and reply that I have nothing to do with the company, as it was sold out under foreclosure.

Yours, &c.,

STRICKLAND KNEASS.

PHILADELPHIA, *March 31, 1875.*

JOHN J. FRANKLIN, Esq.,

In charge of Railroads, Canals, &c., for Auditor General:

DEAR SIR:—I am in receipt of your letter of the 27th, propounding certain questions relative to the present status of the Sunbury and Lewistown railroad company.

The road was leased to the Pennsylvania Central railroad, November 1, 1871, and operated by that company until January 1, 1875. The bondholders having received no interest on their investment from the date of the lease to the Pennsylvania railroad up to a period of two years, a meeting was called and a board of attorneys appointed by them, consisting of the following named gentlemen: Samuel M. Zulich, chairman, Joseph D.

Thornton, Daniel Buck, Josiah Hart and William Budd Deacon, to act for them and to give the Pennsylvania railroad notice that the lease would be broken through a *foreclosure* of the mortgage if the interest was not paid. The Pennsylvania railroad company having refused to pay said interest, the attorneys above named, acting for parties holding eleven hundred thousand dollars of the twelve hundred thousand dollars of first mortgage bonds, gave the trustees the necessary information, and they proceeded under the stipulations of the mortgage to give the necessary legal notice of four months in one daily paper in Philadelphia and New York, and in a weekly paper in Snyder, Northumberland and Mifflin counties, through which the Sunbury and Lewistown railroad runs. Under this notice the road was sold at the Merchants' Exchange, in the city of Philadelphia, on the 5th day of May, 1874, and was purchased by the attorneys above named for five hundred and fifty-one thousand dollars, for the bondholders represented by the power of attorney under which they were acting. Twenty thousand dollars were paid as earnest money. From various causes, over which the attorneys have had no control, the sale has, up to this period, not been completed and the title has not been vested in the purchasers. But it is expected to be completed in a very few weeks, when the road will be re-organized, equipped and placed in full running condition. In referring to the letter of Strickland Kneass, the then and now president of the Sunbury and Lewistown railroad, I find he states that the Pennsylvania railroad was divested of their lease and ownership thereof through the sale of the Sunbury and Lewistown railroad, under an execution, on the 27th of December, 1873, to Josiah Hart, and that a decree of sale, under the first mortgage is to be executed on the 5th of May, 1874, making it impossible for him to send you only a qualified return.

Under the advice and instructions of the trustees and legal authority, from what we supposed and believed to be in accord with the interests of the Pennsylvania railroad company, Josiah Hart, one of the attorneys acting for the bondholders, and his associate attorneys, was instructed to purchase the judgment on the 27th of December, 1873, which he did, and the Pennsylvania railroad continued to run and operate the road, under the stipulations of the old lease, up to January, 1875, who, after giving us fifteen days' notice of their intent to remove their rolling stock from the road if we did not re-lease the road to them on terms which we could not accept, they did remove their stock, and from that period the road has been closed to public traffic. The Pennsylvania railroad company, under a board of directors elected by themselves, received all the earnings and revenues of every character and description up to and including the 31st of December, 1874. These are the facts of the case, and Mr. Kneass having refused to give us any information in relation to the earnings and ex-

penses of the road, it is impossible for me to give you any information in that direction. If there is anything our board of attorneys can do to assist you in any way in the compilation of your report we will cheerfully respond, but having no books or data to refer to, it appears to me that the Pennsylvania railroad company could and should give you all the information relative to the road from and including 1873 up to January 1, 1875, at which time they abandoned it.

Respectfully,

SAMUEL M. ZULICH, *Chairman of Attorneys.*

SUSQUEHANNA, GETTYSBURG AND POTOMAC.

STATE OF PENNSYLVANIA, }
York County, } ss :

Personally appeared A. W. Eichelberger, president, and Hugh D. Scott, acting treasurer, of the Susquehanna, Gettysburg and Potomac railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

A. W. EICHELBERGER, *President.*

HUGH D. SCOTT, *Acting Treasurer.*

Sworn and subscribed before me, this }
1st day of March, 1875. }

C. W. FORNEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	2,500,000 00
Amount of stock subscribed.....	1,500,000 00
Amount paid in as by last report.....	1,500,000 00
Total amount now paid in of capital stock.....	1,500,000 00
Funded debt as per last report.....	None
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
The amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	30,000
Par value of each share.....	\$50 00
Average market value during the year.....	5 83
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$181,000 00	\$181,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, projected in Pennsylvania and Maryland.....	100 miles.
Length of main line road laid.....	17 "
Length of main line of road laid in Pennsylvania.....	17 "
Length of double track.....	None.
Length of sidings.....	$\frac{1}{4}$ mile.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track, 50 and 56 pounds.	
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses.....	1
Number of engines.....	2
Number of first class passenger ears.....	None.
Number of second class passenger ears.....	1
Number of baggage, mail, express and freight cars.....	None.
Number of stone ears.....	2
Number of caboose ears, number of iron and stone bridges,	None.
Number of wooden bridges, (total length in feet, 295,)....	6
Number of culverts, (total length in feet, 102,).....	45
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 8; freight, 7;	
total.....	15
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road-way.....	\$5,000 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid and on what foundation.....	Earth.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	21,286
Number of miles run by freight trains.....	10,092
Number of through passengers for the year on main road..	15,944
Number of passengers, (all classes,) carried in ears.....	27,610 $\frac{1}{2}$
Number of tons of 2,000 pounds of through freight for the year on main road.....	12,983
Number of passengers carried one mile.....	362,311 $\frac{1}{2}$
Number of tons of freight carried one mile.....	309,694

Number of passengers carried one mile in the State of Pennsylvania	362,311½
Number of tons of freight carried one mile in the State of Pennsylvania	309,694
Gross amount of tonnage for the year, (2,000 pounds per ton,).....	22,870
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops	14
Weight of first class passenger engines, furnished by H. B. railroad.....	22 tons.
Weight of freight engines, furnished by H. B. railroad....	30 "

Monthly statement of passengers (all classes) carried in cars :

January, 1874.....	1,981	July, 1874.....	2,908
February, 1874.....	1,984	August, 1874.....	3,129½
March, 1874.....	1,753½	September, 1874.....	3,465½
April, 1874.....	1,882	October, 1874.....	2,035½
May, 1874.....	2,290	November, 1874.....	1,793½
June, 1874.....	2,594	December, 1874.....	1,794

The amount of freight specifying the quantity in tons :

Anthracite coal.....	6,281	Agricultural products.....	5,989
Bituminous coal	982	Lumber.....	886
Iron and other ores.....	1,247	Other articles.....	4,548
Stone and lime.....	2,937		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers	4½ cents.
For first class way passengers.....	4½ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	2½ to 10 cents.
For through coal, per ton per mile.....	4½ "
For local freight, per ton per mile.....	3 to 10 "
For local coal, per ton per mile.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$7,646 13
---	------------

Repairs of machinery :

Machinery hired from Hanover Branch at a stated sum per mile, so we have no expense under this head.

Operating the road :

Office expenses, stationery, &c.	\$278 73
Agents and clerks	1,327 72
Labor—loading and unloading freight.....	463 25
Porters, watchmen and switch tenders, car cleaning and inspecting, wood and water station attendance, conductors, baggage masters, brakemen, engineers and firemen, fuel, and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars, telegraph, mail and station expenses	12,745 00
Use of freight cars	383 18
Damage to property, including damage by fire and cattle killed on road....	33 46
Contingencies.....	19 65
Total	15,250 99

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... None.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1874	\$1,060 05	\$1,284 74	\$110 32	.....	\$2,455 11
February, 1874.....	799 73	1,269 75	109 37	.....	2,178 85
March, 1874	993 92	1,330 18	112 00	.....	2,436 10
April, 1874	1,088 97	1,590 42	115 02	.....	2,794 41
May, 1874.....	1,238 59	1,723 09	112 35	.....	3,074 03
June, 1874.....	1,250 88	1,384 75	120 26	.....	2,755 89
July, 1874	1,523 93	796 42	119 35	.....	2,439 70
August, 1874.....	1,663 43	1,735 18	134 50	\$111 30	3,644 41
September, 1874.....	1,705 55	1,806 72	142 59	.....	3,654 86
October, 1874.....	1,231 27	1,616 18	115 89	.....	2,963 34
November, 1874.....	931 37	1,572 09	117 62	.....	2,621 08
December, 1874.....	974 09	1,195 26	133 33	.....	2,302 68
Total.....	14,461 78	17,304 78	1,442 60	111 30	33,320 46

SUMMARY OF PAYMENTS.

For construction and equipment.....	None.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$22,897 12
For dividends, interest, miscellaneous and municipal taxes,	None.
For surplus fund	9,071 80
For State taxes	1,351 54
Total	33,020 46

Cost of transportation :

Cost per passenger and per ton freight per mile..... No record.

What express companies run on your road, and on what terms? Adams express company, at 12 cents per 100 pounds.

What transportation companies run on your road? None.

ACCIDENTS

	Injured.
Others	<u>1</u>

August 21, 1874. Emery Robison, a youth, was injured at Hanover, while standing on the track was caught by the pilot of the engine and had his foot crushed.

OFFICE OF THE
SUSQUEHANNA, GETTYSBURG AND POTOMAC RAILWAY CO., }
NEW HAVEN, *February 13, 1875.*

HON. HARRISON ALLEN,

Auditor General:

DEAR SIR:—Your favor of 9th inst. regarding annual report of Susquehanna, Gettysburg and Potomac railway company is received. As the above company and the Hanover Branch railroad company have been consolidated, and the same are now under the name of Hanover Junction, Hanover and Gettysburg railroad company, with office and officers at Hanover, Pa., I suppose they will, if not already done so, make the required report. I mail your favor to the officers of H. J., H. G. R. R.

Very respectfully,

EDWARD H. TOWNSEND.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob Forney.....	Hanover, Pa.
Henry Wirt.....	Hanover, Pa.
R. Young.....	Hanover, Pa.
John Nymman.....	Hanover, Pa.
Peter Flickinger.....	Hanover, Pa.
William Grumbine.....	Hanover, Pa.
F. E. Metzgar.....	Hanover, Pa.
C. W. Slagle.....	Baltimore.
George Swope.....	Gettysburg, Pa.
Matthew Eichelberger.....	Gettysburg, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
Henry Wirt, Secretary.....	Hanover, Pa.
Hugh D. Scott, Acting Treasurer.....	Gettysburg, Pa.

TIOGA.

STATE OF NEW YORK, }
Steuben County, } ss :

Personally appeared Franklin N. Drake, president, and H. H. Cook, treasurer, of the Tioga railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

FRANKLIN N. DRAKE, *President.*

H. H. COOK, *Treasurer.*

Sworn and subscribed before me, this 27th day of January, 1875, as to deponent, F. N. Drake.

GEO. HITCHCOCK, *J. P.*

Sworn and subscribed before me, this 28th day of January, 1875, as to deponent, H. H. Cook.

A. FISHER, JR., *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with right to increase to \$1,000,000,).....	\$125,000 00
Amount of stock subscribed.....	124,950 00
Amount paid in as by last report.....	580,900 00
Total amount now paid in of capital stock.....	580,900 00
Funded debt as per last report.....	239,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1882,)..	239,500 00
Floating debt as per last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	239,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	11,618
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

RAILROAD REPORT.

561

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$899,286 05	\$899,986 05
Equipment	455,015 47	456,560 99
Total cost.	<u>1,354,301 52</u>	<u>1,356,547 04</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from State line near Lawrenceville to Morris Run.....	30 $\frac{6}{10}$ miles.
Length of main line of road laid	30 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania.....	30 $\frac{6}{10}$ "
Length of double track of road, branch roads owned by the company, and number of second class passenger cars,	None.
Length of sidings	8 $\frac{8}{10}$ miles.
Gauge of road	6 feet.
Weight of rail per yard on main track	57 and 64 lbs.
Roads worked or leased by the company, viz: Blossburg to Arnot. This is the railroad of the Blossburg coal company, successors of the Blossburg coal, mining and railroad company, and is leased to and operated by the Tioga railroad company. The receipts and expenditures as contained in this include this branch railroad.	
Number of engine houses and shops.....	6
Number of engines	14
Number of first class passenger cars, (average cost of each, \$2,500,).....	6
Number of baggage, mail and express cars, (average cost of each, \$1,918 57,).....	2
Number of freight cars: House cars, (average cost of each, \$560,) 11; trucks, (average cost of each, \$560,) 39; total,	50
Number of coal cars, (average cost of each, \$260,).....	849
Number of caboose cars, (average cost of each, \$560,)....	7
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 494,)....	14
Number of culverts.....	133
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	12
Number of wood and water stations on main road.....	6
Value of real estate held by the company exclusive of roadway	\$34,901 51

Number of tunnels.....	None.
How is track laid, and on what foundation? On oak, chest-nut and hemlock ties; wrought iron chairs, gravel and loam.	
Length in miles laid with steel rail: Steel top rail.....	9

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, mixed trains.....	209,679
Number of through passengers for the year on main road,	8,255½
Number of passengers (all classes) carried in cars.....	101,195½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	658,868
Number of passengers carried one mile.....	867,301
Number of tons of freight carried one mile.....	19,653,650
Number of passengers carried one mile in the State of Pennsylvania.....	867,301
Number of tons of freight carried one mile in the State of Pennsylvania.....	19,653,650
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	671,193
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) mixed.....	15 hours.
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	11
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 to 40 "

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	10,843½	August, 1874.....	9,367½
February, 1874.....	8,789½	September, 1874.....	8,503
March, 1874.....	8,825½	October, 1874.....	8,195½
April, 1874.....	9,274	November, 1874.....	6,917
May, 1874.....	9,143½	December, 1874.....	8,321½
June, 1874.....	10,249		
July, 1874.....	11,766	Total.....	110,195½

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	400	Stone and lime.....	1,500
Bituminous coal.....	650,115	Agricultural products.....	4,970
Petroleum and other oils.....	20	Merchandise and manufactures,	7,648
Railroad iron.....	150	Live stock.....	10
Other iron or castings.....	205	Lumber.....	6,175

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers	3½ cents.
For first class way passengers.....	3½ “
For second class through passengers.....	3½ “
For second class way passengers.....	8½ “

The rate per ton (of 2,000 pounds) per mile, charged for freight:

For through freight, per ton per mile.....	8 cents.
For through coal, Morris Run to Lawrenceville, per ton per mile.....	2½ “
Special rate to Corning in quantities, 100,000 tons, per ton per mile.....	1½ “
For local freight, per ton per mile.....	10 “
For local coal, per ton per mile.....	5 “

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings	\$62,901 05
Taxes on real estate	806 31
Total.....	63,707 36

Repairs of machinery:

Repairs of engines and tenders.....	\$23,639 37
Repairs of passenger and baggage cars.....	2,155 86
Repairs of freight cars.....	14,980 14
Repairs of tools and machinery in shops.....	3,906 08
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops.....	4,386 40
Total.....	49,067 85

Operating the road:

Office expenses, stationery, &c.....	\$534 22
Agents and clerks.....	2,400 00
Conductors, baggage masters and brakemen	24,182 04
Engineers and firemen.....	20,180 13
Fuel, and cost of preparing for use.....	12,973 33

Oil and waste for engines and tenders, passenger, baggage and freight cars.....	\$7,044 33
Telegraph, mail and station expenses.....	6,333 53
Loss and damage of goods and baggage.....	16 00
Damage to property, including damage by fire and cattle killed on the road	70 00
General superintendence	10,600 00
Contingencies.....	4,341 36
Total.....	88,674 94

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
---	----------

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars	Miscellaneous.	Total.
Jan., 1874.....	\$2,450 43	\$5,646 90	.....	\$422 70	.....	\$8,520 03
Feb., 1874.....	2,001 11	6,006 24	\$1,726 31	483 49	.....	10,217 15
March, 1874...	2,459 69	18,688 13	.....	2,731 58	\$404 15	24,283 55
April, 1874 ...	2,417 23	24,686 02	.....	6,556 19	.....	33,659 44
May, 1874.....	2,374 25	35,925 22	575 44	11,330 96	.....	50,205 87
June, 1874	2,634 11	39,996 24	.....	12,684 69	348 88	55,663 92
July, 1874.....	3,317 86	27,187 46	.....	8,443 60	.....	38,948 92
Aug., 1874.....	2,428 67	26,535 61	575 44	7,237 80	.....	36,777 52
Sept., 1874....	2,390 45	32,173 95	.....	8,996 54	349 15	43,910 09
Oct., 1874.....	2,155 82	31,805 78	575 44	9,466 87	.....	44,003 91
Nov., 1874.....	1,829 76	21,919 96	.....	5,896 07	.....	29,645 79
Dec., 1874.....	2,018 27	9,459 42	.....	760 49	390 00	12,628 18
Total.....	28,477 65	280,030 93	3,452 63	75,010 98	1,492 18	388,464 37

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$2,245 52
For maintaining the road, &c.—repairs of machinery and operating the road.....	201,450 15
For dividends and municipal taxes.....	None.
For interest.....	16,765 00
For miscellaneous, sinking fund to pay liabilities and provide new rolling stock and lay third rail.....	160,000 00
For State taxes	3,766 52
Total	384,227 19

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average.
Impossible to tell, as both are run together.

What express companies run on your road and on what terms? United States express company; pay first class rates of freights in weights transported.

What transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Drake	Corning, N. Y.
F. C. Dinning.....	Corning, N. Y.
Henry Sherwood.....	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
M. P. Bush.....	Buffalo, N. Y.
Jay Gould.....	New York city.
E. Eldridge.....	Elmira, N. Y.
H. D. V. Pratt.....	Elmira, N. Y.
C. Colket.....	Philadelphia, Pa.
L. H. Shattuck.....	Blossburg, Pa.
A. C. Stearns.....	Corning, N. Y.
Franklin N. Drake, President.....	Corning, N. Y.
Henry H. Cook, Secretary and Treasurer.....	Bath, N. Y.
L. H. Shattuck, Superintendent.....	Blossburg, Pa.

TRESCKOW.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Tresckow railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1875. }

CHARLES GIBBONS, JR., *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	130,000 00
Amount paid in as by last report.....	130,000 00
Total amount now paid in of capital stock.....	130 000 00

Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report.....	60,003 64
The amount now of floating debt.....	74,930 47
Total amount now of floating and funded debt.....	74,930 47
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	2,600
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$203,730 47	\$204,930 47

CHARACTERISTICS OF ROAD.

Length of main line of road, from Silver Brook to Auden- ried.....	6½ miles.
Length of main line of road laid.....	6½ “
Length of main line of road laid in Pennsylvania.....	6½ “
Length of double track of road.....	None.
Length of sidings.....	1½ miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of iron, wooden and stone bridges, and number of culverts.....	None.
Number of railroads crossed.....	1
Number of stations on main road: Passenger and freight,	2
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? Ordinary track on ballast.	
Length in miles laid with steel rail.....	None.

Operated in connection with the Lehigh and Susquehanna railroad, there-
fore no separate account is kept of its business.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Geo. Whitney.....	Philadelphia.
J. M. Willcox.....	Philadelphia.
Alex. Biddle	Philadelphia.
Fisher Hazard.....	Mauch Chunk, Pa.
E. Hill	Philadelphia.
C. F. Howell	Philadelphia.
E. W. Clark, President.....	Philadelphia.
S. Shepherd, Secretary and Treasurer.....	Philadelphia.

 TYRONE AND CLEARFIELD.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared G. B. Roberts, president, and Albert Hewson, treasurer, of the Tyrone and Clearfield railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, A. D. 1875. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed	782,000 00
Amount paid in as by last report.	510,000 00
Total amount now paid in of capital stock.....	782,000 00
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as per last report	313,566 98
The amount now of floating debt.....	60,281 53
Total amount now of floating and funded debt.....	60,281 53
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued	15,640
Par value of each share	\$50 00
Average market value during the year	Par.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$823,566 98	\$1,213,204 58

CHARACTERISTICS OF ROAD.

Length of main line of road, from Vail to Curwensville...	43 $\frac{14}{100}$ miles.
Length of main line of road laid	43 $\frac{14}{100}$ "
Length of main line of road laid in Pennsylvania.....	43 $\frac{14}{100}$ "
Length of double track of road, and roads worked or leased by the company.....	None.
Length of sidings	6 $\frac{36}{100}$ miles
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track.....	45 to 67 lbs.
Branch roads owned by the company and their length, viz: Moshannon Branch, 6 $\frac{5}{100}$ miles; Goss Run Branch, 2 miles; Dunbar Branch, 1 $\frac{68}{100}$ miles; Philipsburg Branch, 3 $\frac{72}{100}$ miles.	
Number of engine houses	2
Number of iron and stone bridges, number of railroads crossed, real estate held by the company exclusive of roadway, and length in miles laid with steel rail	None.
Number of wooden bridges, (total length in feet, 1,613,)..	12
Number of culverts, (total length in feet, 433,)	18
Number of stations on main road: Passenger, 19; freight, 7; total.....	26
Number of wood and water stations on main road: 1 wood station, 8 water stations.	
How is track laid, and on what foundation? Cross-ties and stone ballast.	

Receipts on construction and equipment account during the year:

From stockholders.....	\$272,000 00
From other sources.....	117,637 60
Total	389,637 60

This road is operated and returns made by the Pennsylvania railroad company, to which company it is leased for five years, from April 1, 1872.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Strickland Kneass	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
(Vacancy.)	
G. B. Roberts	Philadelphia, Pa.
G. B. Roberts, President.....	233 South Fourth St., Philadelphia, Pa.
Albert Hewson, Sec. and Treas.,	233 S. Fourth St., Philadelphia, Pa.

UNIONTOWN AND WEST VIRGINIA.

STATE OF PENNSYLVANIA, }
Fayette County, } ss :

Personally appeared Daniel Kaine, Esq., president, and A. C. Nutt, treasurer, of the Uniontown and West Virginia railroad company, and in due form of law made oath that the statements in the within report, so far as made by them, or intended to be, are true, to the best of their knowledge and belief.

(Signed)

D. KAINE, *President.*A. C. NUTT, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, 1875. }

C. E. SWEARINGEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	80,000 00
Total amount now paid in of capital stock: May be said to be.....	80,000 00
The amount now of funded debt.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Number of shares of stock issued.....	1,600
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share: May be stated to be.....	\$50 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Fairchance,	8½ miles.
Length of main line of road laid.....	None.

TO AUDITOR GENERAL,

Harrisburg, Pa. :

The Uniontown and West Virginia railroad was incorporated under an act of Assembly approved 2d day of April, 1868, and organized thereunder on the 16th day of March, 1871.

On the 4th day of March, 1874, the road, property and franchises of the company were sold on legal process by the sheriff of Fayette county, and bought by John Snider, who thereupon re-organized the company under the act of Assembly of the 8th day of April, 1861. All of which proceedings have been returned to the office of the Auditor General.

Under the aforesaid act of 1861, the election of officers and directors takes place on the first Monday of May, at which time the business or fiscal year would end.

Since the re-organization of the company nothing whatever has been done. The road has been graded and bridged, and so it remains. As it at present stands, the stock is of no value and no estimate thereof can be made.

Respectfully,

D. KAINE, *President.*

UNIONTOWN, PA., *February 10, 1875.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. A. Kaine.....	Uniontown, Pa.
John Snider.....	Uniontown, Pa.
George A. Thomson	Uniontown, Pa.
O. E. Boyle.....	Uniontown, Pa.
J. M. Thompson	Uniontown, Pa.
W. H. Bailey.....	Uniontown, Pa.
Alfred Howell.....	Uniontown, Pa.
Daniel Kaine, President.....	Uniontown, Pa.
Alfred Howell, Secretary.....	Uniontown, Pa.
A. C. Nutt, Treasurer.....	Uniontown, Pa.

WEST CHESTER.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared J. Edward Farnum, president, and Thomas H. Hall, treasurer, of the West Chester railroad company, and in due form of law made oath and affirmation that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) J. EDWARD FARNUM, *President pro tem.*

THOS. H. HALL, *Treasurer.*

Affirmed, sworn and subscribed before me }
 this 29th day of December, 1874. }

THOS. RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$165,000 00
Amount of stock subscribed.....	165,000 00
Amount paid in as by last report.....	165,000 00
Total amount now paid in of capital stock.....	165,000 00
Funded debt as per last report, amount now of funded debt, floating debt as per last report, amount now of floating debt, total amount now of floating and funded debt, date and rate per cent. per annum of dividend or dividends..	None.
Number of shares of stock issued.....	3,300
Par value of each share	\$50 00
Average market value during the year: No stock on the market.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$159,798 04	\$159,798 04
Equipment.....	45,688 75	45,688 75
Total cost.....	<u>205,486 79</u>	<u>205,486 79</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to Malvern station, Pennsylvania railroad.....	9 miles.
Length of main line of road laid.....	9 "
Length of main line of road laid in Pennsylvania.....	9 "

Length of double track of road, branch roads owned, and roads worked or leased by the company.....	None.
Length of sidings.....	$\frac{1}{2}$ mile.
Gauge of road..	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses.....	1
Number of engines.....	1
Number of first class passenger cars, (cost, \$4,417 50,)...	1
Number of second class passenger cars..	None.
Number of baggage cars, (cost, \$906,).....	1
Number of iron, wooden and stone bridges.....	None.
Number of culverts, (total length, about 25 feet,).....	1
Number of railroads crossed, number of tunnels, and length in miles laid with steel rail.....	None.
Number of stations on main road: Passenger, 7; freight, 2; total.....	9
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road-way.....	\$22,647 75
How is track laid, and on what foundation? Dirt and slate gravel.	

The West Chester railroad is leased to the West Chester and Philadelphia railroad company for 99 years, from the 1st day of January, 1873, whose report will include all matters not answered in this return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Hoopes.....	Philadélphia, Pa.
J. Edward Farnum.....	Philadelphia, Pa.
George Callaghan.....	Philadelphia, Pa.
Samuel Riddle.....	Glen Riddle, Delaware co., Pa.
Dennis B. Kelly.....	Kellyville, Delaware co., Pa.
Charles Fairlamb.....	West Chester, Pa.
Lorenzo Beck.....	West Chester, Pa.
Edward Hoopes, President.....	Philadelphia, Pa.
Thomas H. Hall, Secretary and Treasurer.....	West Chester, Pa.

WEST CHESTER AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Personally appeared J. Edward Farnum, president *pro tem.*, and Thos. H. Hall, treasurer, of the West Chester and Philadelphia railroad company, and in due form of law made oath and affirmation, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) J. EDWARD FARNUM, *President pro tem.*

THOS. H. HALL, *Treasurer.*

Affirmed, sworn and subscribed before me, }
 this 28th day of December, 1874. }

THOS. RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,800,000 00
Amount of stock subscribed.....	823,950 00
Amount paid in as by last report.....	823,950 00
Total amount now paid in of capital stock.....	823,950 00
Funded debt as per last report.....	1,100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
General mortgage bonds, (date of maturity, April 1, 1891,).....	1,100,000 00
Floating debt as per last report and amount now of floating debt.....	None.
Total amount now of floating and funded debt.	1,100,000 00
Rate per cent per annum of interest on funded debt: General mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July, 4 per cent. each.	
Number of shares of stock issued: 16,426 of consolidated preferred; 42 of old preferred, and 11 of common, making.....	16,499
Par value of each share	\$50 00
Average market value during the year, about.....	50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: January dividend, \$823,100; July dividend, \$823,400.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,503,969 42	\$1,509 603 10
Equipment	190,963 07	195,602 07
Total cost.....	<u>1,694,932 49</u>	<u>1,705,205 17</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to Philadelphia.....	26.3 miles.
Length of main line of road laid.....	26.3 "
Length of main line of road laid in Pennsylvania.....	26.3 "
Length of double track of road	None.
Length of sidings	5 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 50, 56, 58 and 65 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: West Chester railroad, from West Chester to Malvern station, on the Pennsylvania railroad; the operations of which are included in this statement.	
Number of engine houses and shops.....	3
Number of engines.....	9
Number of first class passenger cars, (average cost of each, \$3,000,).....	20
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,750,).....	4
Number of freight cars: House cars, (average cost of each, \$640,) 25; trucks, (average cost of each, \$500,) 28; total.....	53
Number of stone and lime cars, (average cost of each, \$340,).....	13
Number of caboose cars, (average cost of each, \$725,) ...	2
Number of iron bridges, (total length in feet, 280,).....	6
Number of wooden bridges, (total length in feet, 2,800,)..	17
Number of stone bridges, and number of tunnels.....	None.
Number of culverts, (total length in feet, 1,040,).....	52
Number of railroads crossed: Junction railroad at grade.	
Number of stations on main road: Passenger and freight, 13; only passenger, 9; total.....	22
Number of wood and water stations on main road.....	4

Value of real estate held by the company exclusive of road-way : By last report, \$297,030 01 ; increased, \$21,778 34,	\$318,808 35
How is track laid, and on what foundation? Two-thirds stone ballast, balance earth and gravel.	
Length in miles laid with steel rail.....	2

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	191,602
Number of miles run by freight trains	16,848
Number of miles run by extra trains.....	26,185
Number of through passengers for the year on main road,	90,759
Number of passengers (all classes) carried in cars.....	874,183
Number of tons of 2,000 lbs. of through freight for the year on main road	20,900
Number of passengers carried one mile.....	9,392,748
Number of tons of freight carried one mile.....	1,355,559
Number of passengers carried one mile in the State of Pennsylvania	9,392,748
Number of tons of freight carried one mile in the State of Pennsylvania	1,355,559
Gross amount of tonnage for the year, (2,000 lbs. per ton, excepting coal, 2,240 lbs.,).....	90,602
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops.....	23
Average rate of speed adopted by freight train, including stops.....	8
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	31 "

Monthly statement of passengers (all classes) carried in cars :

November, 1873	55,162	May, 1874.....	71,085
December, 1873.....	60,111	June, 1874.....	91,346
January, 1874.....	60,048	July, 1874	100,469
February, 1874.....	59,663	August, 1874.....	84,772
March, 1874.....	60,938	September, 1874.....	90,241
April, 1874.....	65,855	October, 1874	83,493

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal, 43 799	Merchandise and manufactures... 20,709
Stone and lime..... 11,192	Lumber..... 5,792
Agricultural products..... 4,741	Freight not classified..... 4,369

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3 $\frac{1}{4}$ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile.....	8 cents.
For through coal per, ton per mile	3 $\frac{2}{3}$ "
For local freight, per ton per mlle.....	10 "
For local coal, per ton per mile.....	5 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$57,776 28	\$47,376 55	\$10,399 73
REPAIRS OF MACHINERY.			
Repairs of engines, tenders, passenger, baggage and freight cars, and tools and machinery in shops	\$17,556 51	\$11,704 34	\$5,852 17
OPERATING THE ROAD.			
Office expenses, stationery, printing, car fares, &c.....	\$3,424 51	\$1,712 26	\$1,712 25
Agents and clerks, and salaries of officers	24,018 63	12,009 31	12,009 32
Porters, watchmen, switch tenders, car cleaning and inspecting.....	12,797 10	6,398 55	6,398 55
Conductors, baggage masters and brakemen.....	13,392 21	9,038 21	4,354 00
Engineers and firemen.....	14,139 30	11,643 30	2,496 00
Fuel, water and light.....	28,997 50	23,777 95	5,219 55
Oil, waste, tallow, sand and incidental for all purposes	3,804 32	3,119 60	684 72
Telegraph expenses.....	1,557 00	778 50	778 50
Tolls over other roads, use of freight cars and delivery of freight	5,539 69	.....	5,539 69
Damage for injury of persons, lost freight and professional advice.....	1,031 63	515 81	515 82
Rents paid	1,472 50	736 25	736 25
Total	110,174 39	70,029 74	40,444 65

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds..... None.

RECEIPTS.

MONTHS.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1873.....	\$15,997 57	\$8,624 32	.....	\$327 44	\$24,949 33
December, 1873.....	16,383 86	7,809 52	\$578 13	274 20	25,045 71
January, 1874.....	15,036 12	7,156 96	.....	875 08	23,068 16
February, 1874.....	13,079 25	7,277 94	.....	243 83	20,601 02
March, 1874.....	16,375 35	8,986 06	578 12	2,560 30	28,499 83
April, 1874.....	16,893 96	10,769 23	.....	984 46	28,647 65
May, 1874.....	19,156 60	10,021 02	.....	324 72	29,502 34
June, 1874.....	21,959 12	9,895 77	578 12	509 40	32,942 41
July, 1874.....	24,785 60	8,808 16	.....	257 27	33,851 03
August, 1874.....	22,746 51	10,454 18	.....	258 19	33,458 88
September, 1874.....	20,229 77	11,484 74	578 12	269 97	32,562 60
October, 1874.....	22,762 38	11,426 12	.....	2,846 80	37,035 30
Total.....	225,406 09	112,714 02	2,312 49	9,731 66	350,164 26

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$32,051 02
For maintaining the road, &c.—repairs of machinery and operating the road.....	185,507 18
Dividends.....	65,860 00
Interest.....	77,000 00
Miscellaneous, ground rents and interest on mortgages...	4,236 27
Revenue account, (increased,).....	9,494 28
Municipal and State taxes.....	8,066 53
Total.....	350,164 26

Total amount of revenue account: Revenue account October 31, 1873, \$219,767 83; increased, \$9,494 28..... \$229,262 11

Cost of transportation ;

Cost per passenger per mile, proximate average	1.372 cents.
Cost per ton freight per mile, proximate average	4.182 “

What express companies run on your road and on what terms? Adams express company, at \$1,500 per year, and special rate of 15 cents per hundred additional on Government paper—all included in freight earnings.

What transportation companies run on your road? None.

ACCIDENTS.

Others.....	Killed. 2
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1873.

November 27. Christopher Murphy, lying asleep in evening, with head on ties, struck and injured at Angora; died 29th.

1874.

September 5. James Stinson, walking on the track. was struck and killed at almshouse crossing; belonged at the almshouse.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. Baird.....	Philadelphia, Pa.
J. Edward Farnum.....	Philadelphia, Pa.
Albert C. Roberts.....	Philadelphia, Pa.
George Callaghan.....	Philadelphia, Pa.
Samuel J. Sharpless	Philadelphia, Pa.
Dennis B. Kelly.....	Kellyville, Delaware co., Pa.
Samuel Riddle.....	Glen Riddle, Delaware co., Pa.
Charles Fairlamb	West Chester, Pa.
Lorenzo Beck.....	West Chester, Pa.
Edward Hoopes, President	Philadelphia, Pa.
A. Lewis Smith, Secretary.....	Philadelphia and Media, Pa.
Thomas H. Hall, Treasurer.....	West Chester, Pa.

WEST CHESTER AND PHOENIXVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared W. E. Lockwood, president, and William Painter, treasurer, of the West Chester and Phoenixville railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) WILLIAM E. LOCKWOOD, *President.*
 WM. PAINTER, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of December, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed, (2,600 shares at \$50 each,)..	130,000 00
Amount paid in as by last report, (10 per cent. on the above amount, \$130,000,).....	13,000 00
Total amount now paid in of capital stock.....	13,000 00

Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Number of shares of stock issued: No certificates issued.	
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	10 per cent.

COST OF ROAD AND EQUIPMENT.

Construction not commenced.

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from West Chester to Phoenixville, about.....	14 miles.
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REMARKS.

The organization of the West Chester and Phoenixville railroad company is completed, but the work of construction has not yet commenced, owing to several causes, among which are the following :

First. The incomplete condition of location and straightening of the Pennsylvania railroad company at and near Glen Loch station, at which point it is proposed to connect with and cross said road.

Second. Incomplete negotiations for other and more extended connections.

Third. The continued and depressed condition of new railroad enterprises, growing out of the financial crisis of 1873.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. E. Lockwood.....	{ 255 South Third street, Philadelphia; or Glen Loch P. O., Chester county, Pa.
Wm. Painter.....	Philadelphia, Pa.
Chas. H. Pennypacker.....	West Chester, Pa.
J. T. Murtagh.....	West Chester, Pa.
Wm. D. Christman.....	West Chester, Pa.
J. Elwood Painter.....	West Chester, Pa.
E. F. Pennypacker.....	Phoenixville, Pa.
W. E. Lockwood.....	{ 255 South Third street, Philadelphia; or Glen Loch P. O., Chester county, Pa.
Chas. H. Pennypacker, Sec.....	West Chester, Pa.
Wm. Painter, Treasurer.....	Philadelphia, Pa.

WESTERN MARYLAND.

STATE OF MARYLAND, }
Baltimore City, } ss :

Personally appeared John M. Hood, president, and John S. Harden, treasurer, of the Western Maryland railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending 30th September, 1874, are true, to the best of their knowledge and belief.

(Signed)

JOHN M. HOOD, *President.*

JOHN S. HARDEN, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of February, 1875. }

As witness my hand and official seal,

W. W. LATIMER,

A Commissioner for Pennsylvania, residing in Baltimore city, Md.

STOCK AND DEBT.

Capital stock as authorized by law, with authority to increase if necessary.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Total amount now paid in of capital stock.....	679,700 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
Overdue coupons, funded scrip due 1880,)	\$170,816 00
1st mortgage bonds, (date of maturity, 1890,)	600,000 00
2d mortgage bonds, (date of maturity, 1890,).....	600,000 00
2d preferred mortgage bonds, (date of maturity, 1895,).....	600,000 00
3d mortgage bonds, (date of maturity, 1900,)	875,000 00
4th mortgage bonds, Baltimore city stock, (date of maturity, 1902,).....	1,000,000 00
	<hr/> 3,845,816 00
The amount now of floating debt, (estimated,).....	30,000 00
Total amount now of floating and funded debt.....	3,875,816 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; 3d mortgage, 6 per cent.; on all except funded coupons, on which 8 per cent. is paid.....	
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	13,594
Par value of each share.....	\$50 00
Average market value during the year, about.....	2 50
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$4,078,203 36
Equipment	202,922 69
Total cost.....	4,281,126 05

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore, Md., to Williamsport, Md.....	90 miles.
Length of main line of road laid	90 "
Length of main line of road laid in Pennsylvania.....	$\frac{1}{2}$ "
Length of double track of road.....	None.
Length of sidings, not ascertained.	
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops, 5 engine houses and 2 shops.	
Number of engines.....	12
Number of first class passenger cars, (average cost of each, \$5,000,).....	13
Number of second class passenger cars, (average cost of each, \$3,000,).....	5
Number of baggage, mail and express cars, (average cost of each, \$1,800,).....	7
Number of freight cars: House cars, (average cost of each, \$650,) 75; Gondolas, (average cost of each, \$550,) 70; total.....	145
Number of coal cars: Classed as gondolas.	
Number of stone cars.....	20

Number of caboose cars, number of iron bridges, number of tunnels, and length in miles laid with steel rail.....	None.
Number of wooden bridges, (total length in feet, not ascertained,)	112
Number of stone bridges.....	Only culverts.
Number of culverts.....	Legion.
Number of railroads crossed.....	2
Number of stations on main road: Passenger and freight,	48
Number of wood and water stations on main road.....	8
Value of real estate held by the company exclusive of roadway: Very limited, value not known.	
How is track laid, and on what foundation? 70 miles on stone ballast, 20 miles in mud.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	170,201
Number of miles run by freight trains	124,289
Number of miles run by ballast trains, &c	40,815
Number of miles run by coal trains: Included in mileage of freight trains.	
Number of through passengers for the year on main road: Business all local.	
Number of passengers (all classes) carried in cars.....	255,392
Number of tons of 2,000 lbs. of through freight for the year on main road: All local.	
Number of passengers and tons of freight carried one mile, Not estimated.	
Number of passengers carried one mile in the State of Pennsylvania: Estimated at 10,000 to 12,000.	
Number of tons of freight carried one mile in the State of Pennsylvania.....	No reports.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	90,830
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains: No express trains.	
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	30 to 36 "

Monthly statement of passengers (all classes) carried in cars :

October, 1873.....	16,567	April, 1874.....	12,844
November, 1873.....	10,715	May, 1874.....	18,639
December, 1873.....	10,712	June, 1874.....	25,571
January, 1874.....	16,246	July, 1874.....	36,546
February, 1874.....	10,926	August, 1874.....	59,994
March, 1874.....	11,614	September, 1874.....	25,018

The amount of freight specifying the quantity in tons :

Anthracite and bituminous coal...	24,502	Live stock.....	741
Iron and other ores.....	17,356	Lumber and wood.....	8,772
Stone and lime.....	3,496	Other articles.....	2,133
Agricultural products.....	10,481		
Merchandise, manufactures and miscellaneous.....	23,398		

*The rate of fare for passengers charged for the respective classes per mile,
as follows :*

For first class passengers.....	3 cents.
For first class way passengers.....	3 "
For second class through and way passengers.....	None.

The rate per ton (of 2,000 pounds,) per mile charged for freight.

For through and local freight and coal.....	Not computed.
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EXPENSES.

Paid for repairs of locomotives.....	\$14,182 62
Paid for repairs of passenger cars.....	7,593 54
Paid for repairs of burden cars.....	9,205 22
Paid for repairs of railway.....	66,486 50
Paid for repairs of bridges.....	11,631 14
Paid for repairs of water stations.....	871 16
Paid for repairs of depots and buildings.....	2,638 13
Transportation expenses.....	95,937 23
Stationary machinery and shops.....	6,923 13
Losses by accident.....	356 96
General expenses, including salaries, rent and incidentals,	15,643 02
Total.....	231,468 85

Receipts on construction and equipment account during the year :

From stockholders and other sources.....	Nothing.
From sale of bonds.....	\$24,757 50

RECEIPTS AND GROSS EARNINGS.

MONTHS.	Passengers.	Freight.	Mail and express.	Mail and marketing.	Miscellaneous.	Total.
October, 1873	\$10,695 32	\$6,321 20	\$1,195 53	\$510 39	\$526 47	\$19,248 91
Nov., 1873...	8,130 73	6,086 12	1,074 04	999 32	290 08	16,530 29
Dec., 1873....	7,710 75	5,739 71	1,030 49	1,092 56	70 40	15,643 91
Jan., 1874....	9,136 23	12,563 57	1,185 86	1,226 46	10 00	24,122 12
Feb., 1874...	7,029 17	11,574 55	970 24	1,176 73	.....	20,750 69
March, 1874..	7,569 10	16,224 88	933 92	1,198 85	.....	25,926 75
April, 1874...	8,496 26	13,992 21	1,011 86	1,086 99	.....	24,587 32
May, 1874....	9,117 31	13,998 07	968 62	1,443 44	99 01	25,626 45
June, 1874...	11,950 94	12,917 20	931 20	1,663 50	.....	27,432 84
July, 1874...	15,146 90	11,312 52	1,055 12	1,576 44	.....	29,090 98
August, 1874	23,467 16	10,631 16	1,031 67	1,196 18	10 00	36,336 17
Sept., 1874...	12,578 17	12,895 45	1,333 87	1,192 16	10 00	28,009 65
Total....	131,028 04	134,206 64	12,722 42	14,333 02	1,015 96	293,306 08

SUMMARY OF PAYMENTS.

For construction and equipment, right of way, &c.....	\$129,752 52
For maintaining the road, &c.—repairs of machinery and operating the road.....	215,825 83
For dividends, surplus fund, municipal and State taxes...	None.
For interest.....	13,640 02
For miscellaneous.....	15,643 02
Total	374,861 39

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average :
 No account kept.

What express companies run on your road and on what terms ? Adams ;
 average, 25 cents per 100 pounds

What transportation companies run on your road ? None.

ACCIDENTS.

Employees.....	Killed. <u>2</u>
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No train accidents by which any one was injured. One employee killed in Baltimore yard, run over by shifting engine, and one killed in Carroll county, Md., being struck by top lateral braces of bridge while standing on train of house cars in motion. No passengers were injured.

A barometrical examination has been made, and an approximate profile of line obtained from Hagerstown via Bedford to Johnstown on Pennsylvania railroad. An actual survey has been made from Hagerstown to a point where the Maryland and Pennsylvania line crosses Licking creek, but no surveys as yet have been made in Maryland.

Another route is proposed by which the present line of road is left at Blue Ridge Summit, near Monterey Springs, in which case the extension would pass Waynesboro', Green Castle, Cowan's Gap and Bedford to Johnstown. No surveys have been made of this route by this company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel H. Adams.....	Baltimore, Md.
George M. Bokee.....	Baltimore, Md.
W. A. Boyd, Jr.....	Baltimore, Md.
Daniel J. Foley.....	Baltimore, Md.
John A. Griffith.....	Baltimore, Md.
E. G. Hipsley.....	Baltimore, Md.
A. Rieman.....	Baltimore, Md.
Wm. Seemuller.....	Baltimore, Md.
Joshua Biggs.....	Rocky Ridge, Md.
Geo. W. Harris.....	Hagerstown, Md.
John K. Longwell.....	Westminster, Md.
Isaac Motter.....	Williamsport, Md.
John Welty.....	Smithsburg, Md.
John M. Hood, President and General Manager.....	Baltimore, Md.
John S. Harden, Secretary and Treasurer.....	Baltimore, Md.
B. H. Griswold, Auditor and General Agent.....	Baltimore, Md.
Charles Webb, Assistant Manager.....	Baltimore, Md.

WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss

Personally appeared Strickland Kneass, president, and Jas. R. M'Clure, treasurer, of the Western Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31st, 1874, are true, to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*

JAMES R. M'CLURE, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1875. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000 000 00
Amount of stock subscribed.....	1,022,450 00
Amount paid in as by last report.....	1,022,450 00
Total amount now paid in of capital stock.....	1,022,450 00

Funded debt as per last report.....	\$3,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, April 1, 1893,)	\$800,000 00
1st mortgage Pittsburg Branch bonds, (date of maturity, January 1, 1896,)..	1,000,000 00
General mortgage bonds on main line and Pittsburg Branch, (date of maturity, October 1, 1901,).....	1,200,000 00
	<hr/> 3,000 000 00
Floating debt as per last report.....	None.
The amount of floating debt.....	None.
Total amount now of floating and funded debt.....	3,000,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent.; 1st mortgage Pittsburg Branch, 6 per cent.; general mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	20,449
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,950,872 11	\$3,972,459 79

CHARACTERISTICS OF ROAD.

Length of main line of road, from Blairsville to Butler....	57 $\frac{1}{10}$ miles.
Length of main line of road laid.....	57 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania	57 $\frac{1}{10}$ "
Length of double track of road	5 $\frac{1}{10}$ "
Length of sidings.....	19 $\frac{67}{100}$ "
Gauge of road.....	4 $\frac{75}{100}$ "
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company and their length, viz :	
Pittsburg Branch from near Freeport to Allegheny City,	27 $\frac{5}{10}$ miles.
Roads worked or leased by the company and number of engine houses and shops.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 6,329,)..	33

Number of culverts, no record on file in general office or elsewhere.	
Number of stations on main road: Passenger, 56; freight, 24; total.....	80
Number of wood and water stations on main road.....	12
Value of real estate held by the company exclusive of road-way	\$135,178 68
Number of tunnels, (length of each, one 600 feet, and one 1,425 feet,).....	2
How is track laid, and on what foundation? stone ballast and gravel.	
Length in miles laid with steel rail.....	None.

This road is leased to January 1, 1877, by the Pennsylvania railroad company, and the returns will be embraced in the annual report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Strickland Kneass.....	Philadelphia.
Geo. B. Roberts.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Strickland Kneass.....	President.
Jas. R. McClure.....	Secretary and Treasurer.

WHEELING, PITTSBURG AND BALTIMORE.

[Formerly Hempfield.]

STATE OF PENNSYLVANIA, } ss:
Washington County, }

Personally appeared Colin M. Reed, president of the Wheeling, Pittsburg and Baltimore (formerly Hempfield) railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of his knowledge and belief, as derived from proper officers.

(Signed)

C. M. REED, *President.*

Sworn and subscribed before me, this }
 29th day of January, 1875. }

D. M. DONEHOO, *J. P.*

STATE OF MARYLAND, } ss:
Baltimore city, }

Personally appeared Wm. H. Ijams, treasurer of the Wheeling, Pittsburg and Baltimore (formerly the Hempfield) railroad company, and in due form

of law made oath that the statements in the within report, for the financial year ending September 30, 1874, are true to the best of his knowledge and belief.

(Signed)

W. H. JAMS, *Treasurer.*

Sworn to before me at Baltimore, this }
8th day of February, 1875 }

W. W. LATIMER,

A Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed, (10,000 shares,)	500,000 00
Amount paid in as by last report.....	500,000 00
Total amount now paid in of capital stock.....	500,000 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report, and the amount now of floating debt.....	79,641 65
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00.
Average market value during the year.....	Nothing.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

Books and papers are in the hands of a master in chancery, and this company has no means of ascertaining the original cost.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Washington to Wheeling,	32 miles,
Length of main line of road laid	32 "
Length of main line of road laid in Pennsylvania.....	18 "
Length of double track of road	None.
Length of sidings	1 mile.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger cars.....	None.

Number of second class passenger ears, (average cost of each, \$3,000,).....	5
Number of baggage, mail and express ears, (average cost of each, \$2,000,).....	2
Number of freight ears, (average cost of each, \$800,)....	8
Number of coal, ore and stone cars, (average cost of each, \$750,)	16
Number of caboose ears, number of iron bridges, number of railroads crossed, and length in miles laid with steel rail,	None.
Number of wooden bridges, (total length in feet, 916,)....	12
Number of trestles	10
Number of stone bridges, (total length in feet, 274,).....	1
Number of culverts	40
Number of stations on main road: Passenger and freight..	10
Number of wood and water stations on main road	4
Value of real estate held by the company exclusive of roadway	\$25,103 10
Number of tunnels, (length of each, 448, 777, 672, 357, 400 and 735 feet; total, 3,389 feet,).....	6
How is track laid, and on what foundation? Ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains, mixed.....	20,032
Number of through passengers for the year on main road, and number of passengers (all classes) carried in ears...	57,226
Number of tons of 2,000 pounds of through freight for the year on main road.....	10,693
Number of passengers carried one mile.....	728,319
Number of tons of freight carried one mile.....	399,600
Number of passengers carried one mile in the State of Pennsylvania, (approximate,).....	220,700
Number of tons of freight carried one mile in the State of Pennsylvania, (approximate,).....	328,000
Gross amount of tonnage for the year, (2,000 pounds per ton,).....	10,693
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops: No express trains.	
Weight of first class passenger and freight engines.....	28 tons.

Monthly statement of passengers (all classes) carried in cars :

November, 1873.....	4,483	June, 1874.....	4,538
December, 1873.....	5,123	July, 1874.....	4,969
January, 1874.....	4,459	August, 1874.....	4,148
February, 1874.....	5,429	September, 1874.....	4,429
March, 1874.....	3,394	October, 1874.....	6,232
April, 1874.....	3,312		
May, 1874.....	6,710	Total.....	57,226

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	3,180	Live stock.....	569
Stone and lime.....	338	Lumber.....	2,591
Agricultural products.....	891	Other articles—Wool.....	203
Merchandise and manufactures...	2,921		

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 $\frac{3}{4}$ cents.
For first class way passengers.....	3 $\frac{3}{4}$ “

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal.....	Nonc.
For local freight, per ton per mile.....	10 cents.
For local coal, per ton per mile.....	5 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$24,040 91
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Repairs of machinery :

Repairs of engines and tenders.....	\$4,506 66
Repairs of passenger and baggage cars.....	1,170 54
Repairs of freight cars.....	1,467 65
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	83 74
Total.....	7,228 59

Operating the road :

Office expenses, stationery, &c.....	\$10 85
Agents and clerks.....	2,043 70
Labor—loading and unloading freight.....	990 00
Porters, watchmen and switch tenders.....	2,433 75
Car cleaning and inspecting, furniture and fixtures.....	1,085 75
Wood and water station attendance, and repairs.....	674 72
Conductors, baggage masters and brakemen.....	2,919 65

Engineers and firemen	\$3,315 40
Fuel, and cost of preparing for use.....	3,164 49
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	533 44
Total	17,171 75
Grand total.....	48,441 25

Allotted to passenger and freight transportation: No allotment made in keeping accounts.

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
October, 1873.....	\$2,554 37	\$2,385 62	\$214 75	\$320 00	\$5,474 74
November, 1873.....	1,912 70	1,760 38	164 75	.....	3,837 83
December, 1873.....	2,211 53	1,247 31	164 75	.....	3,623 59
January, 1874.....	1,935 25	1,261 78	164 75	160 00	3,521 78
February, 1874.....	2,357 15	1,356 81	164 75	.....	3,878 71
March, 1874.....	1,516 90	1,704 98	164 75	.....	3,386 63
April, 1874.....	1,826 45	1,479 22	164 75	.....	3,470 42
May, 1874.....	2,935 10	1,510 94	164 75	100 00	4,710 79
June, 1874.....	2,267 70	1,419 02	164 75	.....	3,851 47
July, 1874.....	2,897 75	2,015 44	164 75	.....	5,077 94
August, 1874.....	2,511 35	1,742 32	164 75	.....	4,418 42
September, 1874.....	2,374 60	2,097 29	164 75	.....	4,636 64
Total	27,300 85	19,981 11	2,027 00	580 00	49,888 96

SUMMARY OF PAYMENTS.

For construction and equipment.....	None.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$48,441 25
For dividends, interest, miscellaneous and surplus fund...	None.
For municipal taxes	106 36
For State taxes.....	437 50
Total	48,985 11

Cost of transportation:

Cost per passenger per mile, proximate average.....	3 $\frac{3}{4}$ cents.
Cost per ton freight per mile, proximate average.....	9 "

What express companies run on your road, and on what terms? Adams express company, \$50 per month.

What transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Colin M. Reed.....	Washington, Pa.
W. W. Smith.....	Washington, Pa.
S. B. Hayes.....	Washington, Pa.
William Workman.....	Washington, Pa.
William Keyser.....	Baltimore, Md.
W. S. Bissell.....	Pittsburg, Pa.
J. B. Ford.....	Wheeling, West Va.
Colin M. Reed, President.....	Washington, Pa.
J. B. Washington, Secretary.....	Pittsburg, Pa.
Williams H. Ijams, Treasurer.....	Baltimore, Md.

WILCOX AND HOWARD HILL IMPROVEMENT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas L. Kane, president, and Samuel Field, treasurer, of the Wilcox and Howard Hill Improvement railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

THOMAS L. KANE, *President.*SAMUEL FIELD, *Treasurer.*

Sworn and subscribed before me this }
 30th day of January, 1875. }

JOHN L. MASON, *Notary Public*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report, and total amount now paid in of capital stock: See letter, January 15, 1874.	
Floating debt as by last report, and the amount now of floating debt.....	None.
Par value of each share.....	100 00
Average market value during the year.....	No sales

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction.....	\$57,520 39	\$62,696 04

WILMINGTON AND READING

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from New York State line to Reynoldsville.....	94 miles.
Length of main line of road laid, and length of main line of road laid in Pennsylvania	None.
Proposed gauge of road.....	4 feet, 8 in.
Proposed weight of rail per yard: Not determined.	
Number of miles of road graded: About $9\frac{1}{2}$ miles.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas L. Kane.....	Kane, M'Kean county, Pa..
Samuel Field.....	Cor. Front and Walnut sts., Philadelphia.
H. G. Clay.....	522 Walnut st., Philadelphia.
Frederick Fraley.....	Philadelphia.
Robert Patterson.....	Philadelphia.
B. D. Hamlin.....	Smethport, M'Kean county, Pa.
A. J. Wilcox.....	Wilcox, Elk county, Pa.
Thomas L. Kane, President...	Kane, M'Kean county, Pa.
Harry G. Clay, Secretary.....	522 Walnut st., Philadelphia.
Samuel Field, Treasurer.....	Cor. Front and Walnut sts., Philadelphia.

WILMINGTON AND READING.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared Robert Frazer, president, and William S. Hilles, treasurer, of the Wilmington and Reading railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

ROBT. FRAZER, *President.*

W. S. HILLES, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 29th day of December, 1874. }

BENJ. T. LEWIS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock subscribed.....	800,000 00
Amount paid in as by last report.....	759,627 88
Total amount now paid in of capital stock.....	759,627 88

Funded debt as per last report	\$2,332,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1900,)	\$1,250,000 00
2d mortgage bonds, (date of maturity, 1902,)	1,742,000 00
Branch bonds, (date of maturity, 1904,)	104,400 00
	<hr/> 3,096,400 00
Floating debt as per last report	180,016 82
The amount now of floating debt	361,662 55
Total amount now of floating and funded debt	3,458,062 55
Rate per cent. per annum of interest on funded debt : 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; branch, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	15,019
Par value of each share	\$50 00
Average market value during the year	Nominal.
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.. . . .	\$3,015,985 39	\$3,200,927 53
Equipment	313,103 92	313,699 80
	<hr/>	<hr/>
Total cost	3,329,089 31	3,514,627 33

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilmington, Del., to Birdsboro', Pa.	63.6 miles.
Length of main line of road laid	63.6 "
Length of main line of road laid in Pennsylvania	52 "
Length of double track of road	None.
Length of sidings	10 $\frac{2}{10}$ miles.
Gauge of road	4 ft. 8 $\frac{3}{4}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length, viz : Christiana River Branch, $\frac{7}{8}$ of a mile ; Reading Branch, from Birdsboro' to Poplar Neck, 7 miles.	

Roads worked or leased by the company, viz: A portion of Berks County railroad.

Number of engine houses and shops	3
Number of engines..	14
Number of first class passenger cars, (average cost of each, \$4,300,).....	6
Number of second class passenger, (average cost of each, \$2,500,).....	2
Number of baggage mail and express cars, (average cost of each, \$2,641,).....	3
Number of freight cars: House cars, (average cost of each, \$725,) 39; trucks, or gondolas, (average cost of each, \$625,) 99; total	138
Number of lime cars, (average cost of each, \$250,).....	6
Number of caboose cars, (average cost of each, \$300,)....	3
Number of iron and stone bridges.....	None.
Number of wooded bridges, (total length in feet, 2,592,)..	16
Number of culverts, (total length in feet, 5,607,).....	152
Number of railroads crossed.....	4
Number of stations on main road: Passenger, 45; freight, 34; total.....	45
Number of water stations on main road.....	10
Value of real estate held by the company exclusive of roadway	\$32,927 60
Number of tunnels and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? Stone, gravel and sand ballast, 8 feet ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	122,753
Number of miles run by freight trains.....	51,277
Number of through passengers for the year on main road..	1,953
Number of passengers (all classes) carried in cars.....	129,595
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3,633
Number of passengers carried one mile.....	1,670,204
Number of tons of freight carried one mile.....	3,998,468
Number of passengers carried one mile in the State of Pennsylvania.....	1,485,768
Number of tons of freight carried one mile in the State of Pennsylvania	3,493,436

Gross amount of tonnage for the year, (2,000 lbs. per ton,)	240,829
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops: No express trains.	
Average rate of speed adopted by freight trains, including stops, miles per hour.....	10
Weight of first class passenger engines.....	51,000 lbs.
Weight of freight engines.....	70,000 "

Monthly statement of passengers (all classes) carried in cars:

November, 1873	8,004	May, 1874.....	8,298
December, 1873.....	9,329	June, 1874.....	10,297
January, 1874.....	8,610	July, 1874	13,040
February, 1874.....	8,167	August, 1874.....	15,306
March, 1874.....	10,696	September, 1874.....	10,863
April, 1874.....	9,821	October, 1874	17,164

The amount of freight, specifying the quantity in tons:

Anthracite coal	46,583	Stone, lime and sand.....	22,115
Bituminous coal.....	49,193	Agricultural products.....	6,159
Pig iron	18,954	Merchandise and manufactures...	23,464
Other iron or castings	18,612	Lumber.....	9,585
Iron and other ores.....	24,888	Other articles	6,939

The rate of fare for passengers charged for the respective classes per mile as follows:

For first class through passengers.....	2 $\frac{3}{4}$ cents.
For first class way passengers	3 "

The rate per ton of (2,000 pounds) per mile charged for freight:

For through freight, per ton per mile.....	2 $\frac{1}{2}$ cents.
For through coal, per ton per mile.....	2 "
For local freight, per ton per mile.....	3 "
For local coal, per ton per mile.....	3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$47,303 28	\$20,200 30	\$27,102 98
Taxes on real estate.....	359 44	119 81	239 63
Total	47,662 72	20,320 11	27,342 61
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$12,180 75	\$7,308 45	\$4,872 30
Repairs of passenger and baggage cars.....	2,387 50	2,387 50	.....
Repairs of freight cars.....	6,862 15	.....	6,862 15
Repairs of tools and machinery in shops.....	932 32	559 38	372 94
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	461 83	277 09	184 74
Total	22,824 55	10,532 42	12,292 13
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$4,170 14	\$1,042 53	\$3,127 61
Agents and clerks.....	11,175 33	5,587 66	5,587 67
Labor—loading and unloading freight.....	1,077 25	.....	1,077 25
Porters, watchmen and switch tenders.....	8,281 46	4,968 86	3,312 60
Car cleaning and inspecting, furniture and fixtures.....	1,560 79	936 47	624 32
Conductors, baggage masters and brakemen.....	15,477 46	6,188 30	9,289 16
Engineers and firemen.....	12,294 86	5,229 65	7,065 21
Fuel, and cost of preparing for use.....	28,340 26	11,621 85	16,718 41
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,171 79	1,056 03	1,115 76
Telegraph, mail and station expenses	4,524 28	1,810 10	2,714 18
Use of freight cars	4,065 51	.....	4,065 51
Damage to property, including damage by fire and cattle killed on road.....	495 20	.....	495 20
General superintendence.....	15,551 49	5,760 40	9,791 09
Contingencies.....	6,345 49	1,237 11	5,108 38
Total	115,531 31	45,438 96	70,092 35

Receipts on construction and equipment account during the year :

From stockholders and other sources.....	Nothing.
From sale of bonds.....	\$120,771 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
November, 1873.....	\$3,235 73	\$10,446 38	\$294 06	Payments in excess of re- ceipts for car service.	\$34 63	\$14,010 80
December, 1873.....	3,782 92	9,861 88	611 80		107 36	14,363 96
January, 1874.....	3,419 61	10,006 64	249 75		73 64	13,749 64
February, 1874.....	3,566 50	9,428 73	758 32		98 20	13,851 75
March, 1874.....	4,521 55	11,022 02	301 62		324 30	16,169 49
April, 1874.....	4,456 35	10,837 72	449 18		45 67	15,788 92
May, 1874.....	3,778 08	12,183 50	228 07		295 93	16,485 58
June, 1874.....	4,498 58	9,793 60	229 67		98 93	14,620 78
July, 1874.....	6,375 66	9,052 50	1,359 59		134 29	16,922 04
August, 1874.....	7,072 08	11,168 97	996 31		83 67	19,321 03
September, 1874.....	5,240 87	12,949 18	287 32		137 40	18,614 77
October, 1874.....	4,607 67	13,931 27	1,205 49		182 43	19,926 86
Total.....	54,555 60	130,682 39	6,971 18		1,616 45	193,825 62

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$184,942 14
For maintaining the road, &c.—repairs of machinery and operating the road.....	184,727 42
For dividends.....	None.
For interest on bonds and loans and discounts.....	101,120 80
For miscellaneous and surplus fund.....	Nothing.
For municipal taxes.....	1,291 16
For State and United States taxes: None paid during year.	
Total.....	472,081 52

Cost of transportation :

Cost per passenger per mile, proximate average.....	4 ⁵⁶ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	2 ⁷⁴ / ₁₀₀ ‘

What express companies run on your road? Central express company.

What transportation companies run on your road? None.

ACCIDENTS.

	Injured.
Passengers.....	3
Employees.....	3
Others.....	1
Total.....	7

1873.

November 7. Pierce Worrall was struck by engine while crossing track in his wagon, at first crossing, south of Greenville station ; injured in back slightly.

December 30. S. W. Moore, mail agent, head cut, and slightly injured otherwise, caused by collision between passenger and freight trains at Kenny's siding north of Springfield.

December 30. John Plank, very slightly injured by the same cause, at Kenny's siding collision.

1874.

March 18. Henry Bunting, brakeman on "shifter," had right hand badly mashed in the act of coupling cars at Coatesville.

June 12. Harry Ingram had two fingers broken by being caught between market car door and the frame of door, caused by the door being thrown shut by running into cattle and car going off track ; accident occurring half mile south of Glen Hall station.

August 11. Joseph Buckmyer was struck by engine of passenger train while walking on track near Waynesburg junction, was severely injured ; supposed to have been deaf ; the extent of the injury not learned.

September 9. Henry Bunting, brakeman on shifter at Coatesville, was thrown off car while train was backing, and was caught by the brake beam, and dragged some distance ; right leg broken and otherwise seriously injured.

October 6. J. G. Happersett, conductor on passenger train, received injuries on head and otherwise slightly hurt by the overturning of passenger car, half mile north of Laurel station, caused by the track spreading.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Brooke.....	Birdsboro', Pa.
Heister Clymer.....	Reading, Pa.
Charles Huston.....	Coatesville, Pa.
Joseph L. Pennock.....	Coatesville, Pa.
S. B. Worth.....	Coatesville, Pa.
H. E. Stull.....	Coatesville, Pa.
Edward Betts.....	Wilmington, Delaware.
Jos. Tatnall.....	Wilmington, Delaware.
Irene Dupont.....	Wilmington, Delaware.
Victor Dupont.....	Wilmington, Delaware.
E. C. Stotsenburg.....	Wilmington, Delaware.
Geo. W. Busth.....	Wilmington, Delaware.
Robert Frazer, President.....	Coatesville, Pa.
Wm. S. Hilles, Secretary and Treasurer.....	Wilmington, Delaware.

WILMINGTON AND WESTERN.

STATE OF DELAWARE, }
New Castle County, } ss :

Personally appeared James Bradford, president, and John Jones, treasurer, of the Wilmington and Western railroad company, and in due form of law made oath and affirmation respectively, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) JAMES BRADFORD, *President.*
 JOHN JONES, *Treasurer.*

Sworn, affirmed and subscribed before me, this)
 6th day of January, 1875.)

SAMUEL W. M'CAULLEY,
Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law : No amount fixed.

Amount of stock subscribed.....	\$253,850 00
Amount paid in as by last report.....	248,807 50
Total amount now paid in of capital stock.....	249,032 50
Funded debt as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1892,	500,000 00
Floating debt as by last report.....	91,598 74
The amount now of floating debt, including interest due and unpaid	133,223 74
Total amount now of floating and funded debt.....	633,223 74
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 $\frac{3}{16}$ per cent.
Date and rate per cent. per annum of dividend or dividends,	None made.
Number of shares of stock issued	4,958
Par value of each share	\$50 00
Average market value during year.....	None.
Amount paid in on each share issued.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$720,206 76	\$723,360 92
Equipment	76,309 75	76,567 72
Total cost.....	<u>796,516 51</u>	<u>799,928 64</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilmington, Del., to Oxford, Pa.....	35	miles.
Length of main line of road laid, from Wilmington, Del., to Landenberg.....	20	"
Length of main line of road laid in Pennsylvania.....	2.39	"
Length of double track of road.....		None.
Length of sidings.....	3.30	miles.
Gauge of road.....	4 ft. 8½	inches.
Weight of rail per yard on main track.....	56	pounds.
Branch roads owned, and roads worked or leased by the company.....		None.
Number of engine houses and shops.....	3	
Number of engines.....	3	
Number of first class passenger cars, (average cost of each, \$4,625,).....	3	
Number of second class passenger cars.....		None.
Number of baggage, mail and express cars, (average cost of each, \$3,925,).....	2	
Number of freight cars: House cars, (average cost of each, \$802,) 10; trucks: gondolas and flats, (average cost of each, \$752,) 20; total.....	30	
Number of coal, ore, stone and caboose cars.....		None.
Number of wooden bridges, (total length in feet, 1,837,)..	14	
Number of iron and stone bridges.....		None.
Number of culverts, (total length in feet, 394,).....	26	
Number of railroads crossed, (Philadelphia, Wilmington and Baltimore and Wilmington and Reading,).....	2	
Number of stations on main line: Passenger and freight..	12	
Number of wood and water stations on main road.....	2	
Value of real estate held by the company exclusive of road-way.....	\$45,038	59
Number of tunnels and length in miles laid with steel rail,		None.
How is track laid, and on what foundation? On ties, with gravel for ballast.		

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by mixed trains.....	35,050
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road..	6,907
Number of passengers (all classes) carried in cars.....	24,142

Number of tons (of 2,000 pounds) of through freight for the year on main road.....	13,635
Number of passengers carried one mile.....	415,975
Number of tons of freight carried one mile.....	332,320
Number of passengers carried one mile in the State of Pennsylvania	15,434
Number of tons of freight carried one mile in the State of Pennsylvania	49,848
Gross amount of tonnage for the year, (2,000 pounds per ton,).....	111,228
Average rate of speed adopted by ordinary mixed trains, including stops, (miles per hour,).....	18
Weight of first class passenger engines.....	23 tons.
Weight of freight engines.....	26 "

Monthly statement of passengers (all classes) carried in cars :

November, 1873.....	2,169	May, 1874.....	1,567
December, 1873.....	2,426	June, 1874	2,366
January, 1874.....	1,517	July, 1874.....	3,020
February, 1874.....	1,358	August, 1874.....	2,614
March, 1874.....	1,876	September, 1874.....	2,002
April, 1874.....	1,349	October, 1874.....	1,735

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,624	Agricultural products.....	9,758
Bituminous coal.....	8,563	Merchandise and manufactures....	4,767
Castings.....	912	Lumber.....	2,472
Stone and lime.....	1,026	Other articles, including kaolin....	4,022

The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3½ cents.
For first class way passengers	4 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For local freight, per ton per mile	5 cents.
For local coal, per ton per mile.....	5 "

EXPENSES.—AMOUNT ALLOTTED TO FREIGHT TRANSPORTATION.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$6,631 64
Taxes on real estate.....	70 08
	<hr/>
	\$6,701 72

Repairs of machinery :

Repairs of engines and tenders	\$220 71	
Repairs of passenger and baggage cars	412 31	
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	304 27	
		<hr/> \$937 29

Operating the road :

Office expenses, stationery, &c.	\$1,918 39	
Agents and clerks, including signalmen at crossings	5,465 81	
Conductors, baggage masters and brakemen,	4,228 65	
Engineers and firemen	2,100 65	
Fuel, and cost of preparing for use	4,548 51	
Oil and waste for engines and tenders, passen- ger, baggage and freight cars	480 44	
Telegraph, mail and station expenses: In- cluded in agents and clerks.		
Use of freight cars	75 27	
General superintendence	3,551 66	
		<hr/> 22,369 38
Total		<hr/> 30,008 39

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources	None.
--	-------

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Total.
November, 1873	\$976 56	\$1,080 65			\$2,057 21
December, 1873	1,042 04	880 44			1,922 48
January, 1874	738 18	932 28			1,670 46
February, 1874	611 70	1,046 02			1,657 72
March, 1874	834 64	1,524 18			2,358 82
April, 1874	699 42	1,532 13			2,231 55
May, 1874	876 20	1,688 34			2,564 54
June, 1874	1,976 72	1,740 37		\$12 00	3,717 09
July, 1874	2,510 70	1,477 38			3,988 08
August, 1874	1,414 89	1,571 33			2,986 22
September, 1874	942 13	1,688 20			2,630 33
October, 1874	836 48	2,456 97	\$781 20		4,074 65
Total	13,459 66	17,618 29	781 20	12 00	31,871 15

RAILROAD REPORT.

605

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$3,412 13
For maintaining the road, &c.—repairs of machinery and operating the road.....	30,008 39
For dividends, interest, miscellaneous, surplus fund, municipal and State taxes.....	None.

Cost of transportation :

Run freight and passenger trains together.

What express and transportation companies run on your road ? None

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
James L. DeVan.....	Wilmington, Del.
Wm. M. Canby.....	Wilmington, Del.
Geo. H. Bates.....	Wilmington, Del.
H. M. Jenkins.....	Wilmington, Del.
Wm. G. Phillips.....	Greenbank, Del.
George Springer.....	Hockessin, Del.
Martin Landenberger.....	Philadelphia, Pa.
James Bradford, President.....	Wilmington, Del.
F. R. DeVan, Secretary.....	Wilmington, Del.
John Jones, Treasurer.....	Wilmington, Del.

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

ALLENTOWN.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared J. E. Balliet, treasurer, and Samuel Lewis, president, of the Allentown Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending November 1, 1874, are true, to the best of their knowledge and belief.

(Signed) SAMUEL LEWIS, *President.*
J. E. BALLIET, *Treasurer.*

Sworn and subscribed before me, this }
8th day of December, 1874. }

SAMUEL COLVER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited,
Amount of stock subscribed.....	\$45,260 00
Amount paid in as by last report.....	45,260 00
Total amount now paid in of capital stock.....	45,260 00
Funded debt as per last report and amount now of funded debt.....	None.
Floating debt as by last report.....	8,500 00
The amount now of floating debt.....	10,500 00
Total amount now of floating and funded debt.....	10,500 00
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	450
Par value of each share, (scrip, \$260,).....	\$100 00
Average market value during the year.....	100 00
Amount paid in on each share.....	100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$24,992 04	\$24,992 04
Equipment	11,103 70	11,313 70
Total cost.....	36,095 74	36,305 74

CHARACTERISTICS OF ROAD.

Length of road laid : 3 miles, 5 furlongs, 15 perches and 1 yard.	
Length of double track, including sidings : None, except two turnouts and siding in car house.	
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	19 pounds.
Number of car houses, shops and stables : 1 car house, 1 stable.	
Number of depots	1
Number of first class passenger cars.....	6.
Average value of each.....	\$800 00
Number of second class passenger cars.....	1
Average value of each.....	\$462 00
Number of passengers that may be seated in each car	30.
Number of other cars.....	1 repair car.
Number of horses owned by the company.....	18
Average value of each, including harness.....	\$246 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway.....	\$15,785 36.
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day.....	37
How many miles does each two-horse team make daily....	10½
How is track laid and on what foundation? String pieces and cross-ties, on cinder and stone foundation.	
Average time consumed by cars in passing over the road..	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Starting on Hamilton street, near Ninth ; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton ; thence along said street to the L. and S. R. R. depot, crossing the Jordan and Lehigh bridges and L. V. R. R.

track; another branch of the road branching off at Second street; thence along said street south to the L. V. R. R. depot; thence along the L. V. R. R. to East Pennsylvania junction, crossing the county bridge; the main track of the road being continued on Second street north to Linden, along Linden to Ridge avenue, up Ridge avenue to Gordon, down Gordon to Front, to the terminus of the road at the Allentown furnace.

Monthly statement of passengers (all classes) carried in cars for the year :

November, 1873.....	11,178	June, 1874.....	14,064
December, 1873.....	12,586½	July, 1874.....	15,418
January, 1874.....	12,437	August, 1874.....	15,397½
February, 1874.....	10,890½	September, 1874.....	14,706
March, 1874.....	13,031	October, 1874.....	15,686½
April, 1874.....	13,018		
May, 1874.....	12,597½	Total.....	161,010½

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	10 cents.
Tickets in packages of four, sold for.....	25 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$4,318 98
Repairs of building.....	1,224 96
Total.....	5,543 94

Operating the road :

On account of horses.....	\$89 75
Harness and repairs.....	163 77
Repairs to cars.....	383 53
Horse shoeing.....	526 85
Hay and feed.....	2,964 33
Office expenses, stationery and depot expenses.....	201 48
Salaries.....	655 00
Insurance.....	53 50
Watchmen, switchmen, hostlers, pay-roll.....	4,934 33
General expenses of stable.....	23 06
Fluid, fuel, oil and gas.....	60 05
Total.....	10,055 65

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	Nothing.
---	----------

RECEIPTS.

MONTHS.	From passengers.	Rent.	Other sources.	Total.
November, 1873	\$704 55	.....	.....	\$704 55
December, 1873.....	730 20	.....	.....	730 20
January, 1874.....	1,140 30	\$250 00	\$75 00	1,465 30
February 1874	1,054 15	.....	.....	1,054 15
March, 1874.....	969 60	.....	.....	969 60
April, 1874.....	990 50	250 00	75 00	1,315 50
May, 1874	954 79	.....	.....	954 79
June, 1874.....	1,070 70	.....	.....	1,070 70
July, 1874.....	1,156 46	250 00	75 00	1,481 46
August, 1874.....	1,384 65	.....	.....	1,384 65
September, 1874.....	1,139 75	250 00	.....	1,389 75
October, 1874.....	1,136 25	.....	75 00	1,211 25
Total.....	12,431 90	1,000 00	300 00	13,731 90

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$15,599 59
Interest	637 42
New passenger cars and horses.....	210 00
Miscellaneous.....	146 21
Municipal taxes.....	None.
State taxes	183 00
Total	16,776 22

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Saeger.....	Allentown, Pa.
J. D. Stiles.....	Allentown, Pa.
Samuel Lewis.....	Allentown, Pa.
J. F. Newhard	Allentown, Pa.
Robert Yost.....	Bethlehem, Pa.
Samuel Lewis, President.....	Allentown, Pa.
Nelson Weiser, Seeretary	Allentown, Pa.
J. E. Balliet, Treasurer.....	Allentown, Pa.

CENTRAL.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared E. P. Jones, president, and Willis Booth, treasurer, of the Central Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

E. P. JONES, *President.*

WILLIS BOOTH, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of March, 1875. }

CLARK H. JOHNSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$30,000 00
Amount of stock subscribed.....	30,000 00
Total amount now paid in of capital stock.....	27,450 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1879,)	7,600 00
The amount now of floating debt.....	5,845 58
Total amount now of floating and funded debt.....	13,445 58
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	549
Par value of each share.....	\$50 00
Average market value during the year. No sales by stock board, at private sale \$15 00 per share.	
Amount paid in on each share, 549 shares paid in full, 51 unpaid.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$38,280 66
Equipment.....	18,212 04
Total cost.....	56,492 70

CHARACTERISTICS OF ROAD

Length of road laid.....	2 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	1 “
Gauge of road.....	5 $\frac{1}{6}$ feet.
Weight of rail per yard on main track.....	38 pounds
Number of car houses, shops and stables : Car house, shop and stable in one building.	
Number of depots, (one at each terminus,).....	2
Number of first class passenger cars.....	8
Average value of each.....	\$400 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car.....	14 and 16
Number of other cars.....	2
Number of horses owned by the company.....	56
Average value of each, including harness, \$100.....	\$5,600 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$10, 000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,000
Average rate of speed adopted by passenger cars, in- cluding stops, (miles per hour,).....	4 $\frac{1}{2}$
Number of trips each day.....	8
How many miles does each two-horse team make daily....	13 $\frac{3}{4}$
How is track laid and on what foundation? On wooden ties and stringers.	
Average time consumed by cars in passing over the road : 45 min. up and 35 down.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Beginning at corner of Fourth avenue and Market street; thence along Fourth avenue to Grant street, to Wylie, to Fulton, to Centre avenue, to Herron avenue, and along said avenue to car stables. Connects with Pittsburg and East Liberty Passenger railway at Wylie, and South Side railway at corner of Fourth avenue and Grant street.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874.....	23,088	August, 1874.....	30,690
February, 1874.....	20,400	September, 1874.....	29,369
March, 1874.....	22,702	October, 1874.....	26,648
April, 1874.....	25,369	November, 1874.....	23,562
May, 1874.....	29,637	December, 1874.....	24,443
June, 1874.....	31,681		
July, 1874.....	31,215	Total.....	318,800

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare : From Market street to ear stables, 10 cents ;
down, 5 cents.

Tickets in packages of four sold for..... 25 cents.

OPERATING EXPENSES BY MONTHS.

January, 1874.....	\$939 96	August, 1874.....	\$2,803 87
February, 1874.....	1,641 79	September, 1874.....	1,883 11
March, 1874.....	1,586 60	October, 1874.....	1,830 65
April, 1874.....	1,576 02	November, 1874.....	2,359 82
May, 1874.....	2,417 22	December, 1874.....	1,897 66
June, 1874.....	2,999 01		
July, 1874.....	1,562 04	Total.....	<u>24,497 75</u>

The books of the company have been so kept that it is impossible to give a detail of expenditures, all having been treated as operating expenses and kept under that head. We give operating expenses by the month instead, and will make provision to meet fully the requirements of the blank form hereafter.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources..... Nothing.

RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Other sources.	Total.
January, 1874.....	\$1,923 95	.....	\$0 75	\$1,924 70
February, 1874.....	1,700 00	.....	50	1,700 50
March, 1874.....	1,891 90	.....	70 00	1,961 90
April, 1874.....	2,114 10	.....	332 50	2,446 60
May, 1874.....	2,469 75	.....	343 42	2,813 17
June, 1874.....	2,640 10	\$29 50	103 61	2,773 21
July, 1874.....	2,601 40	.....	54 17	2,655 57
August, 1874.....	2,557 70	.....	191 62	2,749 32
September, 1874.....	2,447 40	.....	.....	2,447 40
October, 1874.....	2,220 55	.....	.....	2,220 55
November, 1874.....	1,963 48	.....	4 00	1,967 48
December, 1874.....	2,036 95	.....	612 76	2,649 71
Total.....	26,567 28	29 50	1,713 33	28,310 11
Total operating expenses.....				<u>24,497 75</u>
Surplus.....				<u>3,812 36</u>

The surplus shown above has been applied to payment of road debts.

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and
operating the road..... \$24,497 75

ACCIDENTS.

Employees..... Injured.
1

CITIZENS' (PHILADELPHIA)

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address..
E. P. Jones.....	Pittsburg, Pa.
R. G. Herron.....	Pittsburg, Pa.
John F. Patterson.....	Pittsburg, Pa.
J. H. Walters.....	Pittsburg, Pa.
A. Burns.....	Pittsburg, Pa.
W. Boothe.....	Pittsburg, Pa.
Charles P. Duff.....	Pittsburg, Pa.
E. P. Jones, President.....	Pittsburg, Pa.
Charles P. Duff, Secretary.....	Pittsburg, Pa.
Willis Boothe, Superintendent and Treasurer.....	Pittsburg, Pa.

CITIZENS', (PHILADELPHIA.)

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared George Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief:

(Signed)

GEORGE WILLIAMS, *President.*
 WILLIAM BONSELL, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of November, 1874. }

R. M. HARTLEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	10,000 shares.
Amount paid in as by last report.....	\$192,750 00
Total amount now paid in of capital stock.....	192,750 00
Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January, \$4 per share ; July, \$4 50 per share.	

PASSENGER RAILROAD REPORT.

617

Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	87 00
Amount paid in on each share: \$20 on 8,500 shares, and \$15 on 1,500 shares.	
Amount of authorized capital on which the respective divi- dends were declared.....	500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$79,319 42	\$91,467 28
Equipment	141,000 00	141,000 00
Total cost.....	220,319 42	232,467 28

CHARACTERISTICS OF ROAD

Length of road laid: About	9 miles.
Length of double track, including sidings.....	None.
Gauge of road	5 ft. 2 inches.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars.....	46
Average value of each.....	\$600 00
Number of second class passenger cars	2
Average value of each.....	\$300 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	3 sweepers.
Number of horses owned by the company.....	330
Average value of each, including harness.....	\$90 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway	\$117,763 26
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage.....	4,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day.....	300
How many miles does each two-horse team make daily...	21 $\frac{3}{4}$
How is track laid, and on what foundation? Yellow pine stringers and cross-ties, on gravel.	
Average time consumed by cars in passing over the road,	72 minutes.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Tenth and Montgomery, down Tenth to Reed, along Reed to Eleventh, up Eleventh to Diamond, along Diamond to Tenth, and down Tenth to Montgomery, with a branch road on South street, from Reed to Mifflin street.

Monthly statement of passengers (all classes) carried in cars for the year :

November, 1873	396, 173	June, 1874.....	407, 696
December, 1873.....	431, 701	July, 1874.....	376, 036
January, 1874.....	408, 964	August, 1874.....	373, 925
February, 1874.....	364, 840	September, 1874.....	427, 430
March, 1874.....	408, 598	October, 1874.....	468, 406
April, 1874.....	421, 914		
May, 1874.....	439, 432	Total	4, 925, 115

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of four sold for.....	25 “
Exchange tickets.....	9 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$7,248 03
Repairs of building, and additions to real estate.....	20,476 07
Taxes on real estate	1,426 72
Total	29,150 82

Operating the road :

On account of horses	\$16,727 00
Harness and repairs.....	932 29
Repairs to cars and new cars.....	13,379 87
Horse shoeing and smith work.....	13,195 88
Hay and feed.....	49,702 21
Office expenses, stationery and depot expenses: Included in miscellaneous.	
Salaries, including all wages of conductors, drivers, hostlers and watchmen	107,916 46
Insurance	1,600 00
Watchmen, switchmen, hostlers, pay roll: Included in salaries.	
General expenses of stable: Included in miscellaneous and wages.	
Conductors and drivers: Included in salaries.	
Fluid, fuel, oil and gas: Included in miscellaneous.	
Damage for injury of persons, and miscellaneous expenses,	16,373 05
Total	219,826 76

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources..... None.

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
November, 1873.....	\$23,770 36	\$975 00	\$3,468 06	\$28,213 42
December, 1873.....	25,902 07	.....	4,050 51	29,952 58
January, 1874.....	24,537 86	.....	6,569 80	31,107 66
February, 1874.....	21,890 39	1,099 69	4,852 00	27,842 08
March, 1874.....	24,515 87	.....	5,679 08	29,994 95
April, 1874.....	25,314 87	.....	5,423 27	30,738 14
May, 1874.....	26,365 92	997 74	5,487 50	32,851 16
June, 1874.....	24,461 74	.....	6,001 32	30,463 06
July, 1874.....	22,562 16	.....	5,977 00	28,539 16
August, 1874.....	22,435 53	1,014 00	5,317 00	28,766 53
September, 1874.....	25,645 85	.....	5,184 00	30,829 85
October, 1874.....	28,104 36	.....	6,048 00	34,152 36
Total.....	295,506 98	4,086 43	63,857 54	363,450 95

Of the receipts from other sources, \$58,052 50 was derived from receipts from the road of the Empire Passenger railway company, under a lease.

SUMMARY OF PAYMENTS.

For construction and repairs.....	\$12,148 00
For maintaining the road or real estate of the corporation, and operating the road.....	248,977 58
For dividends.....	85,000 00
For new passenger cars, horses and miscellaneous: In- cluded in second item.	
For municipal taxes.....	7,784 32
For State taxes.....	3,621 20
Total.....	357,531 10

ACCIDENTS.

	Killed.
Others.....	1

On the night of the 14th of March, 1874, a car on Eleventh street, above Federal street, ran over a man named George Riese, who was lying on the track, inflicting injuries from which he died on the 30th of the same month.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. K. M'Ilwain.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Wm. M'Clary.....	Philadelphia.
J. D. Brown.....	Philadelphia.
Chas. E. Ellis.....	Philadelphia.
Geo. Williams, President.....	Philadelphia.
John Q. Adams, Secretary.....	Philadelphia.
William Bonsall, Treasurer.....	Philadelphia.

CITIZENS', (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared James Verner, president, and A. Murdock, for the treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 10, 1874, are true, to the best of their knowledge and belief.

(Signed)

JAMES VERNER, *President.*

A. MURDOCK, *for Treasurer.*

Sworn and subscribed before me, this }
 19th day of December, 1874. }

J. DONALDSON, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	184,000 00
Total amount now paid in of capital stock.....	184,000 00
Funded debt as per last report.....	50,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1879,)..	50,000 00
Floating debt as by last report.....	4,000 00
The amount now of floating debt.....	4,000 00
Total amount now of floating and funded debt	54,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, May, \$3 00 per share, or 6 per cent.; August, \$3 00 per share, or 6 per cent.; October, \$4 00 per share, or 8 per cent.	
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$46 00
Amount of capital on which the respective dividends were declared	200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$112,635 57	\$112,635 57
Equipment	71,697 50	67,234 88
Total cost... ..	<u>184,333 07</u>	<u>179,870 45</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 5 miles, 2,929 feet.	
Length of double track, including sidings.....	3½ miles.
Gauge of road	5 ft. 2½ inches.
Weight of rail per yard on main track.....	43 and 45 lbs.
Number of car houses, shops and stables: 2 car houses, 1 stable, 1 feed house, 1 repair shop.	
Number of depots.....	2
Number of first class passenger cars.....	28
Average value of each.....	\$1,000 00
Number of second class passenger cars	5
Average value of each.....	\$575 00
Number of passengers that may be seated in each car.....	24
Number of other cars.....	3
Number of horses owned by the company.....	212
Average value of each, including harness.....	\$113 00
Number of mules owned by the company.....	4
Average value of each, including harness.....	\$113 00
Value of real estate held, exclusive of roadway.....	75,304 48
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day	216
How many miles does each two-horse team make daily....	19½
How is track laid, and on what foundation? White pine stringers, oak cross-ties, gravel and clay bed.	
Average time consumed by cars in passing over the road..	40 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Penn avenue to Butler, along Butler to Cemetery, thence to Sharpsburg and Lawrenceville bridge, on extension of Butler.

Monthly statement of passengers (all classes) carried in cars for the year :

November, 1873, 10th to 30th inclusive	148,429	June, 1874.....	290,985
December, 1873.....	239,214	July, 1874.....	319,820
January, 1874.....	232,325	August, 1874.....	311,239
February, 1874.....	206,332	September, 1874.....	286,515
March, 1874.....	252,876	October, 1874.....	294,486
April, 1874.....	263,194	November, 1874, 1st to 10th.....	89,416
May, 1874.....	302,483	Total	<u>3,237,314</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	6 cents.
Tickets in packages of five, sold for.....	25 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$21,238 61
Repairs of building.....	559 25
Taxes on real estate: City, \$1,633 17; county, \$166 99..	1,800 16
Total	<u>23,598 02</u>

Operating the road :

On account of horses	\$5,379 00
Harness and repairs.....	1,087 88
Repairs to cars.....	7,672 83
Horse shoeing	6,105 80
Hay and feed	34,192 69
Office expenses, stationery and depot expenses.....	424 71
Salaries.....	3,500 08
Insurance	844 40
Watchmen, switchmen, hostlers, pay-roll.....	15,983 95
General expenses of stable	1,028 16
Conductors and drivers	39,073 52
Fluid, fuel, oil and gas.....	1,244 14
Damage for injury of persons	Nothing.
Total	<u>116,537 16</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	None.
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PASSENGER RAILROAD REPORT.

623

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November 10th to 30th, 1873	\$8,560 24	\$60 00	.....	.....	\$8,620 24
December, 1873.....	13,781 34	60 00	.....	\$27 00	13,868 34
January, 1874	13,339 90	60 00	\$59 75	2 00	13,461 65
February, 1874.....	11,838 85	60 00	.....	1 50	11,900 35
March, 1874	14,544 76	60 00	.....	184 40	14,789 16
April, 1874	15,143 44	60 00	60 00	117 00	15,380 44
May, 1874	17,470 38	60 00	.....	353 76	17,884 14
June, 1874.....	16,798 95	60 00	.....	15 00	16,873 95
July, 1874.....	18,570 20	60 00	25 00	2,024 25	20,679 45
August, 1874	18,066 54	60 00	.....	1,152 46	19,279 00
September, 1874.....	16,562 00	60 00	.....	1,225 89	17,847 89
October, 1874.....	16,421 16	60 00	.....	297 00	16,778 16
November 1st to 10th, 1874.....	4,937 96	.....	.....	.....	4,937 96
Total.....	186,035 72	720 00	144 75	5,400 26	192,300 73

SUMMARY OF PAYMENTS.

For construction	Nothing.
For maintaining the road or real estate of the corporation, and operating the road.....	\$140,135 38
For interest.....	240 00
For dividends.....	40,000 00
For new passenger cars and horses.....	7,104 00
For payments to loan account and surplus fund.....	None.
For miscellaneous.....	531 67
For municipal taxes	3,547 89
For State taxes	1,766 26
For United States taxes.....	None.
Total	193,325 20

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner	Pittsburg.
Alex. Speer.....	Pittsburg.
Richard Hays.....	Pittsburg.
Joseph S. Brown.....	Pittsburg.
J. H. Jones.....	Pittsburg.
James Verner, President.....	Pittsburg.
A. Murdock, Secretary.....	Pittsburg.
John G. Holmes, Treasurer.....	Pittsburg.

COALVILLE.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss :

Personally appeared Charles A. Miner, president, and George Loveland, treasurer, of the Coalville Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

CHAS. A. MINER, *President.*

GEORGE LOVELAND, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of December, 1874. }

LATHAN W. JONES, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing.....	\$50,000 00
Amount of stock subscribed	59,675 00
Amount paid in as by last report.....	54,900 00
Total amount now paid in of capital stock.....	59,675 00
Funded debt as per last report and the amount now of funded debt.....	None.
Floating debt as per last report	15,000 00
The amount now of floating debt	15,304 74
Total amount now of floating and funded debt.....	15,304 74
Date and rate per cent. per annum of dividend or dividends, cash: 1 per cent. October 15, 1874.	
Number of shares of stock issued.....	596
Par value of each share	\$100 00
Average market value during the year.....	90 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared.....	59,600 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$38,387 25	\$38,880 40
Equipment	7,704 25	8,756 13
Total cost.	46,091 50	47,636 53

CHARACTERISTICS OF ROAD.

Length of road laid, (including sidings 480 feet in length,)	2.87 miles.
Length of double track, including sidings	None.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	20 and 45 lbs.
Number of car houses, shops and stables: 1 car house and 1 stable.	
Number of depots	1
Number of first class passenger cars	4
Average value of each	\$600 00
Number of second class passenger cars ..	None.
Number of passengers that may be seated in each car	14
Number of other cars	None.
Number of horses owned by the company	18
Average value of each, including harness	\$140 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway	\$25,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage	2,450 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day: 20 for about 10½ months, and 40 for 1½ months.	
How many miles does each two horse team make daily	28 ⁷ / ₁₀
How is track laid, and on what foundation? 20 pound on cross-ties, 45 pound on stringers.	
Average time consumed by cars in passing over the road ..	40 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: The road commences at the depot of the Lehigh and Susquehanna railroad at Ashley borough; thence along the back road through Hanover township to the city of Wilkesbarre; thence along Hazle avenue to Washington street; thence through Washington and Market streets and east side of public square to North Main below Union street, passing over the Kingston and Wilkesbarre Passenger railroad track, through Market street from Washington street to public square.

Monthly statement of passengers (all classes) carried in cars for the year :

December, 1873	10,171	July, 1874	10,091
January, 1874	9,842	August, 1874	8,891
February, 1874	6,781	September, 1874	10,646
March, 1874	8,343	October, 1874	10,612
April, 1874	8,105	November, 1874	10,881
May, 1874	9,207		
June, 1874	8,831	Total	112,451

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare	15 cents.
Tickets in packages of 10 sold for.....	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$369 30
Taxes on real estate	55 06½
Total	424 36½

Operating the road :

On account of horses, (included in equipment,).....	\$59 24
Harness and repairs	59 24
Repairs to cars	422 29
Horse shoeing	413 85
Hay and feed.....	2,341 78
Office expenses, stationery and depot expenses.....	396 24
Salaries.....	1,457 88
Insurance.....	126 96
Watchmen, switchmen, hostlers, pay-roll.....	720 00
General expenses of stable	657 83
Conductors and drivers.....	2,554 58
Fluid, fuel, oil and gas.....	141 88
Total.....	9,292 46

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, including certificates for stock dividends of \$274 43.....	\$4,775 00
Sale of bonds and other sources.....	None.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
December, 1873.....	\$1,003 10				\$1,003 10
January, 1874	996 15			\$37 25	1,033 40
February, 1874.....	690 87			3 00	693 87
March, 1874	816 94		\$7 00		823 94
April, 1874	826 40	\$33 33			859 73
May, 1874.....	844 55	33 33		80 00	957 88
June, 1874	1,028 35	103 28	1 00		1,132 63
July, 1874	1,163 75	42 15		37 25	1,243 15
August, 1874.....	867 05	46 35			913 40
September, 1874.....	1,123 60	94 75			1,218 35
October, 1874.....	989 45	138 65	3 00	37 25	1,168 35
November, 1874.....	1,111 50	392 70		112 25	1,616 45
Total.....	11,461 71	884 54	11 00	307 00	12,664 25

PASSENGER RAILROAD REPORT.

627

SUMMARY OF PAYMENTS.

For construction, gradation and superstructure, \$493 15 ; equipment, \$1,051 88.....	\$1,545 03
For maintaining the road or real estate of the corporation, and operating the road.....	9,716 82
For interest.....	944 46
For dividends.....	96 00
For new passenger cars and horses.....	1,051 88
For payments to loan account.....	None.
Miscellaneous: Trackage Kingston and Wilkesbarre Pas- senger railroad company.....	150 00
Payments made to surplus fund.....	None.
Municipal taxes	112 47
State taxes.....	631 96
Total.....	<u>\$14,248 62</u>
There was paid in erection of depot, car houses, stables, &c., in 1873.....	\$6,487 20
There was paid in erection of depot, car houses, stables, &c., in 1874	13,603 97
Making a total expenditure in erection of buildings of....	<u>20,091 17</u>

ACCIDENTS.

	Injured.
Passengers	1
Others	1
Total	<u>2</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. A. Miner.....	Wilkesbarre, Pa.
E. A. Hancock.....	Wilkesbarre, Pa.
Milton Dana.....	Wilkesbarre, Pa.
A. S. Orr.....	Wilkesbarre, Pa.
George S. Bennett.....	Wilkesbarre, Pa.
A. H. Vanhorn.....	Wilkesbarre, Pa.
Thomas Long.....	Wilkesbarre, Pa.
John Espy.....	Wilkesbarre, Pa.
George Loveland	Wilkesbarre, Pa.
Charles A. Miner, President	Wilkesbarre, Pa.
George Loveland, Secretary and Treasurer	Wilkesbarre, Pa.

CONTINENTAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William H. Kemble, president of the Continental railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed)

W. H. KEMBLE, *President.*

Sworn and subscribed before me, this }
 31st day of December, 1874. }

ROBERT R. SMITH, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	60,000 00
Total amount now paid in of capital stock.....	60,000 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$5 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Amount paid on account of construction.....	\$375 00	\$728 75

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, about.....	9 miles.
Length of main line of road laid.....	None.
Proposed gauge of road.....	3 feet 2 in.

The survey of the road has been made and approved by the board of surveys. Application has been made to city councils of Philadelphia for the right to lay down the road, and as soon as this is granted, the laying of the road will be proceeded with. At present no work can be done without this consent of councils.

The proposed route is as follows Beginning at Montgomery avenue and Eighteenth street; thence along said Montgomery avenue to Twentieth street; thence along Twentieth street to Ridge avenue; thence along Ridge avenue to South College avenue; thence along South College avenue to Corinthian avenue; thence along Corinthian avenue to Parrish street; thence along Parrish street to Twentieth street; thence along Twentieth street to Federal street; thence along Federal street to Eighteenth street; thence along Eighteenth street to Francis street; thence along Francis street to Perkiomen street; thence along Perkiomen street to Vineyard street; thence along Vineyard street to Ridge avenue; thence along Ridge avenue to Eighteenth street; thence along Eighteenth street to Montgomery avenue, with the right hereafter, from time to time, to extend northward and southward on Eighteenth and Twentieth streets, using any east and west streets to form a connection; and that at any time hereafter on the opening of Twentieth street, from Girard avenue to South College avenue, said company may lay a single track on said Twentieth street, from Parrish to South College avenue; also a single or double track, from Federal to Ritner streets; also a single track on Wharton street, from Twentieth street to Long Lane; also a single track from Twentieth street to Long Lane; also a single track from the west side of Twentieth and Filbert streets, eastwardly on Filbert to Seventh street, or any other street west of Seventh street, along said Seventh street to Sansom or Locust street, and westwardly along Sansom or Locust street to Twentieth street, with the right to connect by a curve or curves at Twentieth and Sansom or Locust streets, and Eighteenth and Filbert streets, with the track authorized to be laid on Eighteenth and Twentieth streets.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. H. Kemble.....	Philadelphia.
J. H. Sellers.....	Philadelphia.
P. A. B. Widener.....	Philadelphia.
R. W. Mackey.....	Philadelphia.
Thomas H. Kemble.....	Philadelphia.
Robert Morris.....	Philadelphia.
Wm. H. Kemble, President.....	People's Bank, Philadelphia.
Robert Morris, Secretary.....	1107 Chestnut street, Philadelphia.

EASTON AND SOUTH EASTON.

STATE OF PENNSYLVANIA, }
Northampton County, } ss:

Personally appeared Jacob C. Wirebach, president, and Jacob H. Holt, treasurer, of the Easton and South Easton Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

JACOB C. WIREBACH, *President.*

JACOB H. HOLT, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of December, A. D. 1874. }

W. H. HILDEBRAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$75,000 00
Amount of stock subscribed.....	29,562 50
Amount paid in as by last report.....	29,562 50
Total amount now paid in of capital stock.....	29,562 50
Funded debt as per last report.....	None.
The amount now of funded debt.	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January 12, 3 per cent., and July. 14, 4 per cent.	
Number of shares of stock issued.....	1,182½
Par value of each share.....	\$25 00
Average market value during the year.....	14 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective dividends were declared.....	29,425 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$18,960 05	\$18,960 05
Equipment	7,002 45	7,002 45
Total	25,962 50	25,962 50

CHARACTERISTICS OF ROAD.

Length of road laid.....	1 $\frac{3}{8}$ miles.
Length of double track, including sidings.....	$\frac{1}{4}$ ‘
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: One car house and stable.	‘
Number of depots.....	1
Number of first class passenger cars.....	3
Average value of each.....	\$500.00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car: 16 in two and 20 in third.	
Number of other cars.....	1 snow plow.
Number of horses owned by the company.....	10
Average value of each, including harness.....	\$120 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$3,600 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	4
Number of trips each day: 33, except Sunday, only 22.	
How many miles does each two horse team make daily: 18, except on Sunday.	
How is track laid and on what foundation? Stringers and cross-ties.	
Average time consumed by cars in passing over the road..	<u>20 minutes.</u>

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Starting in South Easton, corner of Canal and Lehigh streets; thence by Canal street and public highway to the bridge crossing the Lehigh river; thence by Third street, in Easton, to the Centre square.

Monthly statement of passengers (all classes) carried in cars for the year:

November, 1873.....	11,181	June, 1874.....	11,948
December, 1873.....	12,946	July, 1874.....	14,486
January, 1874.....	11,579	August, 1874.....	13,328
February, 1874.....	9,595	September, 1874.....	12,599
March, 1874.....	11,528	October, 1874.....	11,965
April, 1874.....	10,718		
May, 1874.....	11,857	Total.....	<u>143,730</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of five sold for.....	<u>25 “</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$532 66
Repairs of building.....	102 34
Taxes on real estate	37 10
Total	672 10

Operating the road :

On account of horses.....	\$148 20
Harness and repairs	141 98
Repairs to cars.....	361 37
Horse shoeing	339 02
Hay and feed.....	1,558 97
Office expenses, stationery and other expenses.....	50 91
Salaries.....	115 00
Insurance	43 00
Watchmen, switchmen, hostlers, pay-roll.....	944 47
General expenses of stable	48 48
Conductors and drivers	1,617 99
Fluid, fuel, oil and gas.....	60 22
Damage for injury of persons.....	Nothing.
Total	5,429 61

Grand total..... 6,101 71

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1873.....	\$607 58	\$8 50	.....	\$8 70	\$624 78
December, 1873.....	691 26	8 50	.....	.....	699 76
January, 1874.....	609 31	8 50	.....	2 10	619 91
February, 1874.....	510 58	8 50	.....	68 00	587 08
March, 1874.....	621 46	8 50	.....	70 00	699 96
April, 1874.....	577 59	17 00	\$1 50	10 00	606 09
May, 1874.....	625 25	17 00	.....	.....	642 25
June, 1874.....	646 85	.....	.....	21 93	668 78
July, 1874.....	798 98	.....	.....	.....	798 98
August, 1874.....	718 11	.....	10 50	.....	728 61
September, 1874.....	678 99	.....	.....	.....	678 99
October, 1874.....	641 60	.....	3 00	.....	644 60
Total	7,727 56	76 50	15 00	180 73	7,999 79

SUMMARY OF PAYMENTS.

For construction.....	Nothing.
For maintaining the road or real estate of the corporation and operating the road.....	\$6,101 71
For interest, ground rent.....	20 00
For dividends.....	2,059 75
For new passenger cars and horses, payments to loan ac- count, payments made to surplus fund, and municipal taxes.....	Nothing.
For miscellaneous.....	19 90
For State taxes.....	53 21
Total.....	8,254 57

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob C. Wirebach.....	South Easton, Pa.
Daniel Black.....	Easton, Pa.
Henry Detwiler.....	Easton, Pa.
John Eyerman.....	Easton, Pa.
David Pyatt.....	Easton, Pa.
Henry A. Sage.....	Easton, Pa.
John Holt.....	South Easton, Pa.
John I. Kinsey.....	South Easton, Pa.
Jacob C. Wirebach, President.....	South Easton, Pa.
Jacob H. Holt, Secretary and Treasurer.....	South Easton, Pa.

EMPIRE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles C. Knight, president, and E. G. Stout, treasurer, of the Empire Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

CHARLES C. KNIGHT, *President.*E. G. STOUT, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of January, 1875. }

JOHN H. CAHILL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	12,000 shares.
Amount paid in as by last report: Unknown to present officers.	
Total amount now paid in of capital stock: Unknown to present officers.	
Funded debt as per last report.....	190,000 00
The amount now of funded debt, as follows:	
1st mortgage bonds.....	200,000 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	200,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share: Unknown to present officers.	
Amount of capital on which the respective dividends were declared .	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$106,000 00</u>	<u>\$106,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid: About.....	7 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops, stables, depots, first class passenger cars, and value of real estate held, exclusive of roadway.....	None.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	200
How many miles does each two-horse team make daily: Some 15 $\frac{1}{2}$ miles, and others 22 $\frac{1}{2}$ miles.	
How is track laid, and on what foundation? Yellow pine stringers and cross-ties on gravel.	
Average time consumed by cars in passing over the road,	<u>78 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Twelfth and Montgomery, down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth, up Sixteenth to Montgomery, and down Montgomery to Twelfth.

Monthly statement of passengers (all classes) carried in cars:

January, 1874.....	187,686	August, 1874.....	176,460
February, 1874.....	161,650	September, 1874.....	207,216
March, 1874.....	185,167	October, 1874.....	223,864
April, 1874.....	193,686	November, 1874.....	197,751
May, 1874.....	207,058	December, 1874.....	202,028
June, 1874.....	196,442		
July, 1874.....	181,923	Total	<u>2,320,931</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of four, sold for.....	25 "
Transfer tickets carrying passengers over crossing roads ..	9 "

EXPENSES.

Operating the road:

The Empire Passenger railway is operated by the Citizens' Passenger railway company, and the Seventeenth and Nineteenth Street Passenger railway company, under a lease of 999 years, from December 28, 1873. The amount of expenditures on the Empire road are included in the annual reports of the Citizens' Passenger railway and Seventeenth and Nineteenth Street Passenger railway companies

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
From sale of bonds.....	\$8,500 00
From other sources.....	585 00
Total	<u>9,085 00</u>

RECEIPTS.

MONTHS.	From passengers.	Other sources.	Total.
January, 1874.....	\$11,261 21		
February, 1874.....	9,699 01		
March, 1874.....	11,110 05		
April, 1874.....	11,621 30		
May, 1874.....	12,423 51		
June, 1874.....	11,786 55		
July, 1874.....	10,915 38		
August, 1874.....	10,587 65		
September, 1874.....	12,432 98		
October, 1874.....	13,426 35		
November, 1874.....	11,865 10		
December, 1874.....	12,121 70		
Total.....	<u>139,250 79</u>	<u>\$585 00</u>	<u>\$139,835 79</u>

SUMMARY OF PAYMENTS.

For construction	None.
Interest on bonds.....	\$14,997 50
Dividends, new passenger cars and horses, payments to loan account, payments made to surplus fund, and muni- cipal taxes.....	None.
State taxes.....	\$332 50
Total payments under lease.....	127,044 00

ACCIDENTS.

	Killed.
Others.....	2

1874.

March 5. A car ran over and killed a child about twenty-one months old, at Seventeenth and Federal streets.

July 15. A child about three years old ran against a car on Seventeenth street near Federal, was run over and died the next day.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles D. Collady.....	Philadelphia.
John H. M'Ilwain.....	Philadelphia.
Jacob P. Donaldson.....	Philadelphia.
Frank H. Ellis.....	Philadelphia.
Edwin L. Brown.....	Philadelphia.
Charles C. Knight.....	President.
E. G. Stout	Secretary and Treasurer.

ERIE CITY.

STATE OF PENNSYLVANIA, }
Erie County, } ss :

Personally appeared William W. Reed, president, and J. C. Spencer, treasurer, of the Eric City Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) WILLIAM W. REED, *President.*
J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this }
22d day of January, A. D. 1875. }

F. CURLYE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	33,300 00
Amount paid in as by last report.....	24,807 00
Total amount now paid in of capital stock.....	33,300 00
Funded debt as per last report.....	6,000 00
The amount now of funded debt.....	None.
Floating debt as by last report.....	6,500 00
The amount now of floating debt.....	10,400 00
Total amount now of floating and funded debt.....	10,400 00
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	666
Par value of each share.....	\$50 00
Average market value during the year.....	65 cents.
Amount paid in on each share.....	In full.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$22,960 90	\$22,960 90
Equipment.....	14,036 08	14,036 08
Total cost.....	36,996 98	36,996 98

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles, 740 ft.
Length of double track, including sidings.....	1,150 feet.
Gauge of road.....	4 ft. 8½ inches
Weight of rail per yard on main track.....	30 pounds.
Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars.....	6
Average value of each.....	\$700 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car: 16 in four, 20 in two.	
Number of other cars.....	None.
Number of horses owned by the company.....	25
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$6,000 00

Average weight in lbs. of passenger cars, exclusive of passengers and baggage: Four 2,600 lbs. each, and two 3,500 lbs. each.

Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....

4

Number of trips each day.....

64

How many miles does each two-horse team make daily....

21

How is track laid, and on what foundation? Part on stone and part on Nicholson pavement.

Average time consumed by cars in passing over the road, (for round trip,).....

56 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Running along State, Turnpike and Read streets and Waterford road, from Second to Twenty-sixth streets.

Monthly statement of passengers (all classes) carried in cars for the year:

January, 1874	17,647	August, 1874.....	31,141
February, 1874	16,372	September, 1874.....	35,407
March, 1874.....	18,959	October, 1874	21,803
April, 1874.....	20,545	November, 1874.....	18,582
May, 1874.....	27,593	December, 1874.....	17,821
June, 1874.....	30,288		
July, 1874.....	35,489	Total	291,647

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	5 cents.
Tickets in packages of 100, sold for	\$4 00
School tickets, 15 for	50 cents.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway.....	\$483 48
Repairs of building.....	11 50
Taxes on real estate	146 46
Total	641 44

Operating the road:

Harness and repairs	\$95 40
Repairs to cars.....	775 24
Horse shoeing.....	537 87
Hay and feed	3,568 29
Office expenses, stationery and depot expenses.....	63 40
Salaries	748 67

PASSENGER RAILROAD REPORT.

639

Insurance.....	\$144 50
Watchmen, switchmen, hostlers, pay-roll.....	1,895 77
General expenses of stable	334 99
Conductors and drivers.....	2,820 00
Cleaning track.....	149 40
Damage for injury of persons.....	530 00

Total	11,663 53
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$3,275 00
From sale of bonds.....	None.
From other sources.....	14,863 54

Total	18,138 54
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RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1874.....	\$874 61	\$3 50	\$9 40	\$887 51
February, 1874.....	810 14	8 00	.....	.....	118 14
March, 1874.....	924 04	2 50	29 00	.....	955 54
April, 1874.....	1,005 51	8 00	.....	\$9 45	1,022 96
May, 1874.....	1,344 91	13 00	.....	.....	1,357 91
June, 1874.....	1,435 26	14 00	.....	140 00	1,589 26
July, 1874.....	1,740 94	.....	.....	.....	1,740 94
August, 1874.....	1,547 08	4 00	29 00	.....	1,580 08
September, 1874.....	1,710 65	4 00	20 00	.....	1,734 65
October, 1874.....	1,099 40	4 00	.....	.....	1,103 40
November, 1874.....	901 95	4 00	.....	.....	905 95
December, 1874.....	856 50	20 20	25 00	.....	901 70
Total.....	14,250 99	85 20	112 40	149 45	14,598 04

SUMMARY OF PAYMENTS.

For construction, interest, dividends, new passenger cars and horses, and payments made to surplus fund.....	None.
For maintaining the road or real estate of the corporation, and operating the road.....	\$12,304 97
For payments to loan account.....	1,073 91
For miscellaneous.....	225 37
For municipal, State and United States taxes: Included in maintaining and operating expenses.	

Total	13,604 25
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ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. W. Reed.....	Erie, Pa.
J. C. Spencer.....	Erie, Pa.
H. Jones.....	Erie, Pa.
J. Berst.....	Erie, Pa.
Wm. A. Galbraith.....	Erie, Pa.
W. F. Renderwaith.....	Erie, Pa.
H. Beckman.....	Erie, Pa.
A. Jarecki.....	Erie, Pa.
W. D. James.....	Erie, Pa.
S. M. Kellogg.....	Erie, Pa.
Wm. W. Reed, President.....	Erie, Pa.
W. D. James, Secretary.....	Erie, Pa.
J. C. Spencer, Treasurer.....	Erie, Pa.

FEDERAL STREET AND PLEASANT VALLEY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William M'Creery, president, and J. T. Stockdale, treasurer, of the Federal Street and Pleasant Valley Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

WM. M'CREERY, *President.*

J. T. STOCKDALE, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of December, 1874. }

GEO. I. WHITNEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	70,000 00
Amount paid in as by last report.....	66,250 00
Total amount now paid in of capital stock.....	77,825 00
Funded debt as per last report.....	75,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1878).....	\$25,000 00
2d mortgage bonds, (date of maturity, January 1, 1881,).....	50,000 00
	<hr/>
	75,000 00

PASSENGER RAILROAD REPORT.

641

Floating debt as by last report.....	\$11,904 12
The amount now of floating debt.....	9,000 00
Total amount now of floating and funded debt.....	84,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, $7\frac{3}{10}$ per cent.; 2d mortgage, $7\frac{3}{10}$ per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Stock, January 15, 1874, of $16\frac{2}{3}$ per cent.; cash, None.	
Number of shares of stock issued.....	3,113
Par value of each share.....	\$25 00
Average market value during the year.....	20 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective dividends were declared.....	66,675 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$71,485 16	\$72,564 92
Equipment.....	51,685 99	51,885 99
Total cost.....	123,171 15	124,450 91

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	3 miles.
Length of double track, including sidings, about.....	$2\frac{2}{3}$ “
Gauge of road.....	5 feet $2\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables, (each,).....	1
Number of depots.....	1
Number of first class passenger cars, (one horse,).....	20
Average value of each.....	\$800 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car....	14
Number of other cars.....	1 salt car.
Number of horses owned by the company... ..	25
Average value of each, including harness.. ..	\$55 00
Number of mules owned by the company.....	81
Average value of each, including harness.....	\$63 00
Value of real estate held, exclusive of roadway.....	33,630 47
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	$4\frac{1}{2}$

Number of trips each day, average.....	170
How many miles does each horse team make daily.....	18
How is track laid and on what foundation? White pine stringers and cross-ties; paved streets.	
Average time consumed by cars in passing over the road: about 35 minutes each way.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Custom House, Pittsburg, by Smithfield street to Seventh avenue and Ninth street, across Allegheny river by Hand street bridge to Allegheny City; thence *via* Anderson street, Union avenue, Gay alley, Federal street, North avenue, Monterey, Jackson, Tremont streets, Washington avenue and Taggart street to stables.

Monthly statement of passengers (all classes) carried in cars for the year:

October, 1873.....	92,058	May, 1874.....	100,060
November, 1873.....	80,095	June, 1874.....	101,193
December, 1873.....	82,350	July, 1874.....	101,139
January, 1874.....	81,589	August, 1874.....	98,394
February, 1874.....	71,477	September, 1874.....	96,675
March, 1874.....	89,405		
April, 1874.....	88,890	Total.....	1,083,325

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	6 cents.
Tickets in packages of five sold for.....	25 "
School tickets in packages of thirty sold for.....	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway.....	\$642 82
Repairs of building.....	79 00
Taxes on real estate	103 35
Total	825 17

Operating the road:

On account of horses	\$2,400 00
Harness and repairs.....	386 73
Repairs to cars.....	2,885 96
Horse shoeing (shoes)	338 70
Hay and feed.....	10,605 89
Office expenses, stationery and depot expenses.....	283 35
Salaries.....	3,086 00
Insurance	275 00
Watchman, switchmen, hostlers, pay roll.....	6,249 11

General expenses of stable.....	\$1,606 51
Drivers.....	12,509 25
Fluid, fuel, oil and gas.....	433 14
Damage for injury of persons....	Nothing.
Total	41,059 64

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	Nothing.
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RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
October, 1873.....	\$5,050 68	\$10 00		\$202 25	\$5,262 93
November, 1873.....	4,333 92			2 50	4,336 42
December, 1873.....	4,484 71			4 50	4,489 21
January, 1874.....	4,466 43			30 20	4,496 63
February, 1874.....	3,931 97	37 50		531 53	4,501 00
March, 1874.....	4,856 96	37 50		29 25	4,923 71
April, 1874.....	4,811 13	37 50		186 00	5,034 63
May, 1874.....	5,429 19	37 50		40 00	5,506 69
June, 1874.....	5,508 30	47 50	\$75 00	235 00	5,865 80
July, 1874.....	5,538 21	10 00		241 78	5,889 99
August, 1874.....	5,374 15	10 00		40 73	5,424 88
September, 1874.....	5,258 51				5,258 51
Total.....	59,044 16	227 50	75 00	1,643 74	60,990 40

SUMMARY OF PAYMENTS.

For construction, \$1,079 76 ; equipment, \$200.....	\$1,279 76
For maintaining the road or real estate of the corporation, and operating the road.....	41,884 81
For interest on bonded debt	5,475 00
For dividends : 446 shares of stock, \$25=\$11,150.	
For new passenger cars and horses : No new cars ; new horses included in expense of operating road.	
For payments to loan account.....	2,904 12
For miscellaneous	1,268 85
For payments made to surplus fund.....	Nothing.
For municipal taxes, \$384 53 ; street cleaning, \$1,118 97,	1,503 50
For State taxes.....	1,024 88
For bridge toll.....	1,700 00
Total	57,040 92
Total amount of surplus fund.....	5,818 09

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M'Creery.....	Allegheny City, Pa.
J. T. Stockdale.....	Allegheny City, Pa.
R. H. King.....	Allegheny City, Pa.
W. P. Logan.....	Allegheny City, Pa.
R. B. Francis.....	Allegheny City, Pa.
Alex. Greenawald.....	Allegheny City, Pa.
W. S. Bissell.....	Pittsburg, Pa.
W. R. Hamilton, M. D.....	Pittsburg, Pa.
R. K. Wilson.....	Pittsburg, Pa.
Wm. M'Creery, President.....	Allegheny City, Pa.
J. T. Stockdale, Secretary and Treasurer.....	Allegheny City, Pa.

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William Poulterer, president, and B. Frank Abbett, treasurer, of the Frankford and Southwark Philadelphia City Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) WILLIAM POULTERER, *President*.
B. FRANK ABBETT, *Treasurer*.

Sworn and subscribed before me, this }
10th day of December, 1874. }

GEORGE W. WARD, *Notary Public*.

STOCK AND DEBT.

Capital stock as authorized by law	\$750,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt as per last report.....	219,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1877,).....	\$111,500 00
2d mortgage bonds, (date of maturity, May 1, 1891,).....	100,000 00
	<hr/> 211,500 00

PASSENGER RAILROAD REPORT.

645

Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	\$211,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends : Cash, January 16, 5 per cent.; July 15, 5 per cent.	
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	55 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$544,296 34	\$556,941 07
Equipment	339,816 92	357,773 57
Total cost.....	884,113 26	914,714 64

CHARACTERISTICS OF ROAD.

Length of road laid.....	16.22 miles.
Length of double track, including sidings.....	5.46 "
Gauge of road	5 ft. 2 inches.
Weight of rail per yard on main track: 43 lbs. on city, 47 lbs. on rural section.	
Number of car houses, shops and stables, (one stable not now used,)	8
Number of depots.....	3
Number of first class passenger cars.....	66
Average value of each: Horse cars, \$500; steam cars, \$2,500.	
Number of second class passenger cars	None.
Number of passengers that may be seated in each car: 22 in horse cars, 32 in steam cars.	
Number of other cars.....	None.
Number of horses owned by the company.....	472
Average value of each, including harness.....	\$107 53
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	135,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: Horse cars, 4,400; steam cars, 6,000.	

Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5.14
Number of trips each day : 422 on city section ; 63 on rural section	
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation ? On yellow pine stringers and cross-ties.	
Average time consumed by cars in passing over the road : 1 hour 50 minutes city section, 40 minutes rural section.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : From Kensington avenue and Cumberland street, along Kensington avenue across Frankford creek (through our own property) to Frankford street, along Frankford street to Arrott street. (This is a double track.) From same starting point along Kensington avenue to Front street, along Front street to Berks street, along Berks street to Fifth street, (thus far a double track,) along Berks street to Germantown avenue (through our own property) to Sixth street, along Sixth street from Lehigh avenue to Mifflin street, along Mifflin street to Fifth street, along Fifth street to Lehigh avenue, double track on Lehigh avenue, from Kensington avenue to Fifth street, and single track from Fifth street to Sixth street ; a single track on Powell street, from Fifth street to Sixth street ; single tracks on Cumberland and Letterly streets, for about 200 feet each, connecting car house with main tracks on Kensington avenue.

Monthly statement of passengers (all classes) carried in cars for the year :

December, 1873.....	524,410	July, 1874.....	547,980
January, 1874.....	500,657	August, 1874.....	562,372
February, 1874.....	444,916	September, 1874.....	595,679
March, 1874.....	507,576	October, 1874.....	647,276
April, 1874.....	558,616	November, 1874.....	562,366
May, 1874.....	592,799	- Total.....	6,609,848
June, 1874.....	565,201		

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare, (each section,)	7 cents.
Tickets in packages of four, sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$36,624 19
Repairs of building.....	1,812 93
Taxes on real estate	3,081 90
Total	41,519 02

Operating the road :

On account of horses	\$7,730 77
Harness and repairs	3,073 60
Repairs to cars and steamers.....	34,306 21
Horse shoeing.....	15,331 77
Hay, feed and straw.....	68,912 86
Office expenses, stationery and depot expenses	14,443 25
Salaries	6,500 00
Insurance	2,449 71
Watchmen, switchmen, hostlers, pay-roll.....	25,825 18
General expenses of stable	4,000 00
Conductors, drivers and engineers.....	102,641 65
Fluid, fuel, oil and gas.....	3,229 74
Damage for injury of persons and vehicles....	3,981 00
Coal for steamers.....	7,178 95
Total	299,604 69

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources..... None.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
December, 1873.....	\$34,960 70	\$12 00	.....	.....	\$34,972 70
January, 1874.....	33,377 13	30 00	.....	.....	33,407 13
February, 1874.....	29,661 10	30 00	\$1,474 67	\$100 00	31,265 77
March, 1874.....	33,838 43	30 00	.....	.....	33,868 43
April, 1874.....	37,241 10	30 00	.....	.....	37,271 10
May, 1874.....	39,519 95	48 00	1,544 67	.....	41,112 62
June, 1874.....	37,680 05	12 00	.....	.....	37,692 05
July, 1874.....	36,531 99	18 00	.....	.....	36,549 99
August, 1874.....	37,491 49	48 00	1,666 00	100 00	39,305 49
September, 1874.....	39,711 97	12 00	.....	.....	39,723 97
October, 1874.....	43,151 73	30 00	.....	.....	43,181 73
November, 1874.....	37,491 05	22 00	1,636 83	.....	39,149 88
Total	440,656 69	322 00	6,322 17	200 00	447,500 86

SUMMARY of PAYMENTS

For construction and equipment.....	\$30,601 38
For maintaining the road or real estate of the corporation, and operating the road.....	341,123 71
For interest.....	15,531 25
For dividends.....	60,000 00
For payments to loan account.....	8,000 00
For miscellaneous.....	15,502 29
For municipal taxes	5,283 64
For State taxes	2,847 30
Total	\$478,889 57

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	5
Others	2	3
Total.....	<u>2</u>	<u>8</u>

1873.

December 20. At North Pennsylvania railroad depot, the car having stopped to let off passengers, the horses became unmanageable, ran across track of North Pennsylvania railroad company, when the car was struck by locomotive and overturned. Mary Donahue, Hannah Walton, Sarah Ann Boileau, Sabina O'Hara and Bernard E. Lehman were slightly injured.

1874.

February 28. At Frankford avenue, near Adams street, a boy about nine years old, named John Taylor, playing on the sidewalk and in the street, ran immediately in front of dummy and was killed.

May 22. On Fifth street below Jefferson, some four or five boys playing together, one boy pulled another (Joseph Klaiber) back, and he fell just in front of the horses. One leg injured so that it had to be amputated.

July 2. At Sixth and Buttonwood streets, two boys playing together, one of them, John Fernley Rose, backed suddenly into swingle-trees, was run over and killed.

August 15. On Fifth street, below South, Frank Martin ran suddenly from a house and caught for handles on front platform, but fell, and one leg was run over.

August 31. At Fifth street and Passyunk avenue, John Murray, sitting on stone in the street, apparently at work, told the driver to go on, but one leg was run over.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
James L. Claghorn	Philadelphia.
W. Harrison Eisenbrey	Philadelphia.
Edw. S. Handy	Philadelphia.
Henry C. Harrison.....	Philadelphia.
Theo. L. Harrison.....	Philadelphia.
Nathan Hilles.....	Frankford, Philadelphia.
Wm. C. Keehmle.....	Philadelphia.
John Noblit.....	Philadelphia.
Stephen B. Poulterer.....	Philadelphia.
Daniel Weekerly.....	Philadelphia.
James West.....	Philadelphia.
Wm. Poulterer, President.....	Philadelphia.
B. Frank Abbott, Secretary and Treasurer..	Philadelphia.
A. J. Woodruff, Superintendent.....	Philadelphia.

GERMANTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Adam Warthman, president, and Joseph Singerly, treasurer, of the Germantown Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

ADAM WARTHMAN, *President.*

JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1875. }

JOHN T. JOHNSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed	1,464,700 00
Amount paid in as by last report.....	307,545 00
Total amount now paid in of capital stock.....	537,560 00
Funded debt as per last report.....	350,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June, 1879,))	6,500 00
2d mortgage bonds, (date of maturity, June, 1884,).....	68,000 00
Total	74,500 00
Floating debt as by last report.....	20,000 00
The amount now of floating debt.....	23,000 00
Total amount now of floating and funded debt.....	97,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent., 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends :	
Cash.....	6 per cent
Number of shares of stock issued.....	29,294
Par value of each share.....	\$50 00
Average market value during the year.....	35 00

Amount paid in on each share : \$15 00 on 20,000, and \$35 00 on 9,294 shares.

Amount of capital on which the respective dividends were declared : January 15, 1874, on \$1,000,000 00 ; July 15, 1874, on \$1,464,700 00.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$723,839 30	\$765 838 55

CHARACTERISTICS OF ROAD.

Length of road laid.....	25 miles.
Length of double track, including sidings.....	8 $\frac{3}{4}$ "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 and 53 lbs.
Number of car houses, shops and stables.....	8
Number of depots.....	3
Number of first class passenger cars.....	70
Average value of each.....	\$600 00
Number of second class passenger cars.....	1
Average value of each.....	\$100 00
Number of passengers that may be seated in each car.....	22
Number of other cars.....	None.
Number of horses owned by the company.....	437
Average value of each, including harness.....	\$80 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$290,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, about.....	4,600
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5
Number of trips each day: 10 cars, 10 trips; 15 cars, 8 trips; 20 cars, 9 trips, and 9 cars, 6 trips.	
How many miles does each two-horse team make daily? average.....	19
How is track laid, and on what foundation? White and yellow pine cross-ties, and 7 by 9 stringers.	
Average time consumed by cars in passing over the road,	1 $\frac{1}{2}$ hours.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Dauphin street to Germantown

and return; from Dauphin street to Dickerson *via* Germantown Avenue and Fourth street, returning *via* Eight street, Columbia, Seventh, and Susquehanna avenues, and from Fairmount Park *via* Girard avenue to Palmer street; Palmer to Beach; Beach to Shackamaxon; Shackamaxon to Girard avenue returning.

Monthly statement of passengers (all classes) carried in cars for the year:

December, 1873.....	519,952	July, 1874.....	628,864
January, 1874.....	481,600	August, 1874.....	605,232
February, 1874.....	426,240	September, 1874.....	575,056
March, 1874.....	492,880	October, 1874.....	602,416
April, 1874.....	509,440	November, 1874.....	526,832
May, 1874.....	604,256		
June, 1874.....	599,952	Total.....	6,572,720

THE RATE OF FARE CHARGED FOR PASSENGERS.

Single fare, city 7 cents; Germantown, 15 cents; Nicetown, 12 cents.

Tickets in packages of 16 sold for \$1 city; Nicetown, 10, and Germantown 8 for \$1 00.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$31,536 84
Repairs of building, included in miscellaneous.....	
Taxes on real estate.....	3,784 59
Total.....	<u>35,321 43</u>

Operating the road:

On account of horses.....	\$22,965 71
Harness and repairs.....	1,347 22
Repairs to cars, and new cars.....	21,231 77
Horse shoeing, including wages and material.....	10,273 41
Hay, \$21,990 47; corn, \$40,485 34; straw, \$4,541 96,	67,017 77
Office expenses, stationery and depot expenses, and salaries,	14,403 13
Salaries, included in above.....	
Insurance, included in miscellaneous.....	
Watchmen, switchmen, hostlers, pay-roll.....	33,737 76
General expenses of stable, included in above.....	
Conductors and drivers.....	83,950 43
Fluid, fuel, oil and gas, included in miscellaneous.....	
Damage for injury of persons.....	940 70
Total.....	<u>255,807 90</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, for sale of 9,294 shares of stock, at \$35	
per share.....	\$325,290 00
From sale of bonds.....	None.

GERMANTOWN

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources, sales of horses.	Total.
December, 1873.....	\$32,497 38	\$413 00	\$520 00	\$33,430 38
January, 1874.....	30,099 76	412 00	562 50	31,074 26
February, 1874.....	26,640 34	415 00	995 00	28,050 34
March, 1874.....	30,800 17	476 00	3,211 00	34,492 17
April, 1874.....	31,839 56	444 00	1,095 00	33,378 56
May, 1874.....	37,766 53	459 00	.....	38,225 53
June, 1874.....	37,496 38	419 00	235 00	38,150 38
July, 1874.....	39,304 04	408 00	.....	39,712 04
August, 1874.....	37,826 98	418 00	125 00	38,369 98
September, 1874.....	35,941 44	414 00	80 00	36,435 44
October, 1874.....	37,650 97	423 00	155 00	38,228 97
November, 1874.....	32,927 11	416 00	95 00	33,438 11
Total.....	410,795 66	5,117 00	7,073 50	422,985 16

SUMMARY OF PAYMENTS.

For construction.....	\$41,999 26
For maintaining the road or real estate of the corporation, and operating the road.....	291,189 38
For interest,.....	18,391 00
For dividends.....	73,941 00
New passenger cars and horses: In horses and repairs to cars.	
Payments to loan account.....	Nothing
Miscellaneous.....	23,943 38
Payments made to surplus fund.....	None
Municipal taxes.....	5,984 50
State taxes.....	5,298 40
Total.....	460,747 38

Total amount of surplus fund, balance of cash on hand
November 30, 1874.....

\$47,288 38

ACCIDENTS.

No record; several minor accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Adam Warthman.....	Philadelph
John Robbins.....	Philadelph
William T. Carter.....	Philadelph
Samuel G. Thompson.....	Philadelph
Joseph Fareira.....	Philadelph
Eli Keen.....	Philadelph
Adam Warthman.....	President.
Wm. M. Singerly.....	Secretary.
Joseph Singerly.....	Treasurer.

GREEN AND COATES STREET PHILADELPHIA.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss

Personally appeared Henry Budd, president, and John B. Moffitt, treasurer, of the Green and Coates Street Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

HENRY BUDD, *President.*

J. B. MOFFITT, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of January, 1875. }

J. R. MASSEY, *Alderman and E. O. J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	150,000 60
Amount paid in as by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt as per last report.....	100,000 00
The amount now of funded debt: 1st mortgage bonds, (date of maturity, July 15, 1878,).....	100,000 00
Floating debt as by last report and amount now of floating debt	None.
Total amount now of floating and funded debt.....	100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or divi- dends: Cash, January 1, \$2 per share; July 1, \$2 per share.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	15 00
Amount of capital on which the respective dividends were declared.....	500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, exclusive of real estate.....	\$244,441 56	\$244,441 56

CHARACTERISTICS OF ROAD.

Length of road laid.....	7 miles.
Length of double track, including sidings.....	.25 "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars.....	33
Average value of each.....	\$500 00
Number of second class passenger cars.....	5
Average value of each.....	\$600 00
Number of passengers that may be seated in each car....	22
Number of other cars	2 sweepers.
Number of horses owned by the company.....	218
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$64,285 19
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day.....	322
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation? White and yellow pine stringers.	
Average time consumed by cars in passing over the road : Dickerson route, 1 hour 38 minutes; Walnut route, 1 hour 8 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Depot at Twenty-fourth and Fairmount avenue ; thence along Fairmount avenue to Twenty-second, to Green, to Oak, to Fairmount avenue, to Park ; also down Green to Fourth, to Dickerson, to Eighth, to Fairmount avenue, and thence to Park ; also one line down Fourth to Walnut, to Eighth, to Fairmount avenue, to Park.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874.....	208,772	August, 1874.....	272,595
February, 1874.....	190,689	September, 1874.....	262,093
March, 1874.....	217,716	October, 1874	272,013
April, 1874.....	233,663	November, 1874.....	227,679
May, 1874.....	265,710	December, 1874.....	241,952
June, 1874.....	288,422		
July, 1874	294,253	Total	2,975,556

PASSENGER RAILROAD REPORT.

655

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of four, sold for.....	25 “
Exchange tickets.....	9 “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$13,120 14
Repairs of building: Included in running expense.	
Taxes on real estate	1,622 78
Total	14,742 92

Operating the road :

On account of horses	\$5,014 00
Harness and repairs	1,817 48
Repairs to cars.....	6,970 14
Horse shoeing ..	5,194 00
Hay and feed.....	31,620 53
Office expenses, stationery and depot expenses.....	17,815 24
Watchmen, switchmen, hostlers, pay-roll, fluid, fuel, oil, gas, and damage for injury of persons: Included in running expense.	
Salaries	5,016 00
Insurance.....	1,440 00
General expenses of stable.....	10,429 38
Conductors and drivers	41,495 00
Total	126,811 77

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	Nothing.
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MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1874.....	\$13,407 18		\$20 00	\$13,427 18
February, 1874.....	12,185 60			12,185 60
March, 1874.....	13,895 53	\$379 50		14,275 03
April, 1874.....	14,800 83		18 00	14,818 83
May, 1874.....	16,661 57	384 08		17,045 65
June, 1874	18,075 94	404 33		18,480 27
July, 1874.....	18,389 91			18,389 91
August, 1874.....	17,086 24			17,086 24
September, 1874	16,301 10	410 66		16,711 76
October, 1874.....	16,830 42			16,830 42
November, 1874.....	14,126 34	410 66		14,637 00
December, 1874.....	14,994 57	404 25		15,398 82
Total.....	186,755 23	2,393 48	38 00	189,186 71

SUMMARY OF PAYMENTS.

For construction	Nothing.
For maintaining the road or real estate of the corporation, and operating the road.....	\$141,554 69
For interest on mortgage on real estate.....	1,053 75
For interest on bonds.....	7,000 00
For dividends.....	40,000 00
For new passenger cars and horses, payments to loan ac- count, miscellaneous, and payments to surplus funds....	Nothing.
For municipal taxes	3,235 00
For State taxes	2,175 00
Total	<u>195,018 00</u>

ACCIDENTS.

	Killed.
Others	<u>1</u>

1874.

March 30. Eliza Stinson, $2\frac{1}{2}$ years old, ran in front of a car, at Fourth and Monroe streets, and received injuries from which she died in a few hours; company exonerated from all blame.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Coffin Colket.....	Philadelphia.
Matthew Brooks.....	Philadelphia.
Peter C. Erben.....	Philadelphia.
William H. Kemble.....	Philadelphia.
James M'Manes.....	Philadelphia.
George H. Colket	Philadelphia.
C. W. Walton.....	Philadelphia.
H. M. Fox.....	Philadelphia.
J. B. Altemus.....	Philadelphia.
Charles Wister.....	Philadelphia.
W. C. Stevenson.....	Philadelphia.
A. B. Eckel.....	Philadelphia.
Henry Budd, President.....	Philadelphia.
J. B. Moffitt, Seeretary and Treasurer.....	Philadelphia.

HARRISBURG CITY.

STATE OF PENNSYLVANIA, }
 Dauphin County, } ss:

Personally appeared Henry A. Kelker, president, and Rudolph F. Kelker, treasurer, of the Harrisburg City Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending with December 31, 1874, are true, to the best of their knowledge and belief. This report being from May 1, 1874, to December 31, 1874, inclusive.

(Signed)

HENRY A. KELKER, *President.*

RUD. F. KELKER, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1875. }

D. A. KEPNER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$19,825 00
Total amount now paid in of capital stock.....	16,500 00
The amount now of funded debt.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued: None yet issued.	
Par value of each share will be.....	\$25 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction, including amount paid on account of purchase of old road, repairs, &c., to same, \$3,580 25; and cost of new extension, \$8,355 66; in all	\$11,935 91
Equipment, viz: 5 new cars and Slawson boxes, \$3,865 18; for horses, \$1,953 00; harness, \$235 20.....	6,053 38
Total cost	17,989 29

CHARACTERISTICS OF ROAD.

Length of road laid: 10,800 feet=2 miles and 240 feet.	
Length of track, including sidings: 2 miles and 540 feet.	
Gauge of road	5 feet 2½ in.

Weight of rail per yard on main track	38 and 44 lbs.
Number of car houses and stables : 1 car house and 1 stable, rented. The company owns none.	
Number of depots : 1 ; company rents a building from other parties. It owns no depot.	
Number of first class passenger cars, (single horse,).....	5
Average value of each.....	\$600 00
Number of second class passenger cars, (two-horse,).....	2
Average value of each.....	\$400 00
Number of passengers that may be seated in each car....	14
Number of other cars.....	1 old salt car.
Number of horses owned by the company.....	20
Average value of each, including harness.....	\$100 00
Number of mules owned by the company, and value of real estate held, exclusive of roadway.....	None.
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	2,600
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,).....	4½
Number of trips each day, (5 cars,) each car.....	14
How many miles does each horse team make daily? 20, (our cars have one horse each.)	
How is track laid, and on what foundation? Part oak and pine, ties and stringers, gravel and stone foundation	
Average time consumed by cars in passing over the road, 1 hour, 10 min.	

The company have on hand three two-horse sleighs for the conveyance of passengers while the track is being relieved from snow.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. The railway runs from intersection of Reily and Third streets ; down Third to Walnut street ; out Walnut street to Second street ; down Second street to Vine street ; out Vine to Race street ; down Race to Hanna street ; and from intersection of Market and Second street, in Market square, out Market street to Meadow Lane, opposite depots of Philadelphia and Reading railroad, and Pennsylvania railroad.

Monthly statement of passengers (all classes) carried in cars :

May, 1874.....	4,290	October, 1874.....	23,010
June, 1874.....	11,237	November, 1874.....	17,733
July, 1874.....	15,703	December, 1874.....	17,314
August, 1874.....	21,335		
September, 1874.....	22,029	Total	132,651

PASSENGER RAILROAD REPORT.

659

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare	6 cents.
Tickets in packages of five sold for	25 "

EXPENSES.

Maintaining the road or real estate of the corporation, and operating the road :

Rent	\$100 28
For horses	1,953 00
Harness and repairs	235 20
Repairs to cars	507 21
Horse shoeing	127 70
Hay and feed	2,634 21
Office expenses, printing, stationery and depot expenses, fire-proof safe, desks, &c	458 38
Salaries	611 64
Insurance	117 00
Hostlers, pay-roll	643 62
General expenses of stable	194 25
Conductors and drivers	1,143 24
Fluid, fuel, oil and gas	33 82
Damage for injury of persons	None.
Total	8,759 85

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR, MAY
1, TO DECEMBER 31, 1874.

From stockholders	\$16,500 00
Sale of bonds	No sales.
Other sources, passengers, &c	8,731 96
Total	25,231 96

RECEIPTS.

MONTHS.	From passengers.	Other sources.	Total.
May, 1874	\$214 54	\$38 57	\$253 11
June, 1874	561 84	170 36	732 20
July, 1874	785 17	185 92	971 09
August, 1874	1,173 44	124 36	1,297 80
September, 1874	1,211 62	253 29	1,464 91
October, 1874	1,265 55	38 57	1,304 12
November, 1874	975 33	712 35	1,687 68
December, 1874	952 23	68 82	1,021 05
Total	7,139 72	1,592 24	8,731 96

SUMMARY OF PAYMENTS.

For construction of 5,025 feet new extension from Broad to Reily street and from from Market to Hanna street,	\$8,355 66
For maintaining the road or real estate of the corporation, and operating the whole road.....	8,759 85
For interest and dividends.....	None.
For new passenger cars and horses: Passenger cars, \$3,- 865 18; horses, \$1,953; total.....	5,818 18
For miscellaneous, being for all other purposes.....	1,823 54
For payments to loan account, payments made to surplus fund, municipal and State taxes.....	None.
Total, from May 1, 1874, to December 31, 1874.....	24,757 23

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry A. Kelker.....	Harrisburg.
Immanuel M. Kelker.....	Harrisburg.
Rudolph F. Kelker.....	Harrisburg.
Alexander Roberts.....	Harrisburg.
Henry Herr.....	Harrisburg.
J. J. Rebman.....	Harrisburg.
J. T. Ensminger.....	Harrisburg.
D. Fleming.....	Harrisburg.
Jas. Fleming.....	Harrisburg.
John A. Smull.....	Harrisburg.
Jacob Haehnlen.....	Philadelphia.
Daniel Eppley.....	Harrisburg.
Geo. W. Reily, M. D.....	Harrisburg.
W. K. Cowden.....	Harrisburg.
Wm. Sheesley.....	Harrisburg.
John Whitman.....	Harrisburg.
Amos Smith.....	Camp Hill, Cumberland co., Pa.
Henry A. Kelker, President.....	Harrisburg, Pa.
John A. Smull, Secretary.....	Harrisburg.
Rudolph F. Kelker, Treasurer.....	Harrisburg.

HESTONVILLE, MANTUA AND FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss

Personally appeared A. Reeder Chambers, president, and A. L. Talcott, treasurer, of the Hestonville, Mantua and Fairmount Passenger railway

company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. REEDER CHAMBERS, *President.*

A. L. TALCOTT, *Treasurer.*

Sworn and subscribed before me, this }
1st day of February, 1875. }

CHAS. E. PANCOAST, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,050,000 00
Amount of stock subscribed.....	All
Amount paid in as by last report.....	299,423 61
Total amount now paid in of capital stock.....	299,423 61
Funded debt as per last report.....	127,100 00
The amount now of funded debt: 3d mortgage bonds, (date of maturity, December, 1880,).....	125,000 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	27,883 16
Total amount now of floating and funded debt.....	125,883 16
Rate per cent per annum of interest on funded debt: 3d mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
On 39,330 shares, January 26, 1874, 75 cents per share, \$29,497 50; on 39,332 shares, July 27, 1874, 75 cents per share, \$29,499.	
Number of shares of stock issued.....	39,332
Par value of each share.....	\$50 00
Average market value during the year.....	19 00
Amount paid in on each share.....	No record.
Amount of capital on which the respective dividends were declared.....	1,963,850 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$304,662 94	\$297,675 32
Equipment.....	87,163 75	89,153 75
Total cost.....	391,786 69	386,829 07

CHARACTERISTICS OF ROAD.

Length of road laid.....	15 miles.
Length of double track, including sidings.....	28 squares.

Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables	5
Number of depots.....	2
Number of first class passenger cars.....	52
Average value of each.....	\$700 00
Number of second class passenger cars.....	14
Average value of each.....	\$300 00
Number passengers that may be seated in each car.....	20
Number of other cars.....	7
Number of horses owned by the company.....	416
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$75,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,800
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,).....	5
Number of trips each day : 20 cars, 13 trips ; 27 cars, 8 trips ; 8 cars, 20 trips.	
How many miles does each two-horse team make daily....	19
How is track laid, and on what foundation	White pine.
Average time consumed by cars in passing over the road : One route, $26\frac{1}{2}$ minutes ; other route, 59 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Arch street road, from depot, (2562 Callowhill street,) down Biddlestreet to Spring Garden ; down Spring Garden to Twentieth, on Twentieth to Arch ; down Arch to Second street ; return up Arch street from Second street to Twenty-first street ; up Twenty-first street to Callowhill street ; out Callowhill street to depot, No. 2562. Race and Vine street route : From depot, (Forty-first street and Lancaster avenue,) down Lancaster avenue to Haverford avenue ; on said avenue to Thirtieth street ; on Thirtieth street to wire bridge ; across bridge to Callowhill street ; on Callowhill to Hamilton street ; on Hamilton street to Twenty-second street ; on Twenty-second street to Race ; on Race to Second street ; on Second to Walnut street ; on Walnut to Dock ; return up Third street to Vine street ; on Vine to Twenty-third street ; on Twenty-third to Callowhill street ; on Callowhill street to wire bridge ; across bridge to Thirtieth street ; on Thirtieth street to Haverford avenue ; on said avenue to Thirty-third street ; on Thirty-third street to Bridge street ; on Bridge street to Lancaster avenue, and on Lancaster avenue to depot.

Hestonville branch : From Forty-first to Fifty-second street, on Lancaster avenue.

We connect with all roads running north and south.

Monthly statement of passengers (all classes) carried in cars for the year :

November, 1873	478,974	June, 1874	552,822
December, 1873	483,256	July, 1874	545,832
January, 1874	455,157	August, 1874	525,831
February, 1874	396,884	September, 1874	526,775
March, 1874	467,338	October, 1874	547,136
April, 1874	502,661		
May, 1874	574,739	Total	<u>6,057,405</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare..... 7 cents.

Four tickets sold for 25 cents ; exchange with Tenth and Eleventh, Thirteenth and Fifteenth, Twelfth and Sixteenth, Seventeenth and Nineteenth Street Passenger railroad companies.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway	\$28,555 58
Repairs of building : Included in depot expense and other accounts.	
Taxes on real estate	1,906 40
Total	<u>30,461 98</u>

Operating the road :

On account of horses	\$13,012 00
Harness and repairs	2,517 62
Repairs to cars	18,310 96
Horse shoeing	11,565 79
Hay and feed	63,912 48
Office expenses, stationery and depot expenses	16,932 57
Salaries	6,795 00
Insurance	2,148 65
Watchmen, switchmen, hostlers, pay-roll, and general expenses of stable	21,392 68
Conductors and drivers	83,202 17
Fluid, fuel, oil and gas : Included in other accounts.	
Damage for injury of persons	1,374 12
Total	<u>241,164 04</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

None.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1873	\$24,486 12	\$39 00	\$393 59	\$970 02	\$25,888 73
December, 1873	25,480 13	39 00	572 97	10 66	27,158 10
January, 1874	23,982 35	37 00	.....	575 32	24,594 67
February, 1874	21,187 46	37 00	394 62	125 00	21,744 08
March, 1874	24,848 04	37 00	567 29	300 00	25,752 33
April, 1874	26,687 85	67 00	.....	290 00	27,044 85
May, 1874	31,039 02	37 00	416 14	220 00	31,712 16
June, 1874	29,374 50	27 00	588 59	385 00	30,375 09
July, 1874	28,630 67	27 00	.....	1,200 50	29,858 17
August, 1874	26,800 69	27 00	439 71	291 00	27,558 40
September, 1874	27,112 55	27 00	595 69	337 50	28,072 74
October, 1874	27,938 19	27 00	.....	812 00	28,777 19
Total	317,567 57	428 00	3,968 60	6,572 34	328,536 51

SUMMARY OF PAYMENTS.

For construction	None.
For maintaining the road or real estate of the corporation, and operating the road	\$271,626 02
For interest on bonds	8,449 00
For dividends	58,507 85
For new passenger cars and horses	3,052 38
For payments to loan account	1,000 00
For miscellaneous	1,113 22
For payments made to surplus fund	None.
For municipal taxes	5,250 71
For State taxes	1,769 35
Total	350,768 53

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles H. R. Triebels	206 Walnut street, Philadelphia.
Theodore M. Reger	421 Walnut street, Philadelphia.
N. Thouron	57 South Third street, Philadelphia.
Wm. H. Stevenson	16 Merchants' Exchange, Phila.
David Thompson	605 North Tenth street, Phila.
A. Reeder Chambers, President	2120 Vine street, Philadelphia.
A. L. Talcott, Secretary and Treasurer ...	2562 Callowhill street, Philadelphia.

LOMBARD AND SOUTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Moses A. Dropsie, president, and Aaron Lazarus, treasurer, of the Lombard and South Streets Passenger railway company,

and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

MOSES A. DROPSIE, *President.*

AARON LAZARUS, *Treasurer.*

Sworn and subscribed before me this }
18th day of December, 1874. }

THOS. DALLAS, *Alderman*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in as by last report.....	105,000 00
Total amount now paid in of capital stock.....	105,000 00
Funded debt as per last report	62,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1883,).....	62,500 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	62,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, May 31, 1874, \$7,496 25 ; October 31, 1874, \$7,496 25.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$25 00
Average market value during the year.....	20 00
Amount paid in on each share	10 50
Amount of capital on which the respective dividends were declared.....	105,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment : This account is not kept separately	\$173,958 98	\$174,008 98

CHARACTERISTICS OF ROAD.

Length of road laid.....	4 $\frac{51}{100}$ miles.
Length of double track, including sidings.....	$\frac{69}{100}$ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.

Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars.....	19
Average value of each	\$500 00
Number of second class passenger cars	None.
Number of passengers that may be seated in each car.....	20
Number of other cars.....	3
Number of horses owned by the company.....	115
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$12,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage, about.....	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	210
How many miles does each two horse team make daily:	
Some 17, others 21 $\frac{1}{4}$ miles	
How is track laid and on what foundation? Gravel, white pine stringers and cross ties.	

Average time consumed by cars in passing over the road road..... 61 minutes.

Describe the route of your road in detail, giving the streets occupied and connections with other road: Commences at South street on the Schuylkill river; thence along Chippewa street to Lombard, down Lombard to Front, along Front to Dock, down Dock to Delaware avenue; thence return by Dock and Front streets to South street; thence westward along South, to the depot, South street above Twenty-fifth. Connects with all roads running north and south.

Monthly statement of passengers (all classes) carried in cars for the year:

Estimated..... 1,492,000

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of four sold for.....	25 "
Exchange tickets, entitling to ride on two roads.....	9 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway.....	\$4,578 48
Repairs of building.....	207 45
Taxes on real estate	429 83
Total	<u>5,115 76</u>

Operating the road:

On account of horses.....	\$3,460 00
Harness and repairs	301 10
Repairs to cars.....	1,993 03
Horse shoeing.....	2,094 80
Hay, feed and straw.....	18,272 13
Office expenses, stationery and depot expenses	2,547 22
Salaries.....	4,500 00
Insurance.....	555 57
Watchmen, switchmen, hostlers, pay roll, general ex- penses of stable, conductors and drivers.....	28,499 97
Fluid, fuel, oil and gas.....	281 49
Damage for injury of persons.....	175 00
Total	<u>62,680 49</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds, and other sources..... None.

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
November, 1873.....	\$6,824 09		\$63 00	\$6,887 09
December, 1873.....	6,688 25	\$250 00	120 05	7,058 30
January, 1874.....	6,303 06		36 96	6,340 02
February, 1874	5,475 64	151 00	9 60	5,636 24
March, 1874.....	6,257 42		3 84	6,261 26
April, 1874.....	6,568 85	313 78		6,882 63
May, 1874.....	7,304 66	44 00	9 12	7,357 78
June, 1874.....	7,943 42			7,943 42
July, 1874.....	8,087 52		13 10	8,100 62
August, 1874.....	7,807 11	322 67	278 31	8,408 09
September, 1874	8,035 56			8,035 56
October, 1874.....	7,711 97	299 75	220 13	8,231 85
Total.....	85,007 55	1,381 20	754 11	87,142 86

SUMMARY OF PAYMENTS

For construction	\$50 00
For maintaining the road or real estate of the corporation, and operating the road.....	67,796 25
For interest on bonds.....	4,336 50
For dividends.....	14,992 50
For miscellaneous.....	369 10
For municipal taxes	1,129 83
For State taxes.....	2,074 20
Total	<u>90,748 38</u>
Total amount of surplus fund.....	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses A. Dropsie	Philadelphia.
Charles C. Mackey	Philadelphia.
John Q. Adams	Philadelphia.
Mayer Sulzberger	Philadelphia.
Walter Garrett	Philadelphia.
Moses A. Dropsie, President	Philadelphia.
Aaron Lazarus, Secretary and Treasurer	Philadelphia.

PENN STREET.

STATE OF PENNSYLVANIA, }
Berks County, } ss:

Personally appeared, Christian Stotz, president, and A. F. Rightmyer, treasurer, of the Penn Street Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

C. STOTZ, *President.*A. F. RIGHTMYER, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of March, 1875. }

ISRAEL C. BECKER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	18,950 00
Total amount now paid in of capital stock	18,435 00
Funded debt as per last report, the amount now of funded debt, and floating debt as by last report.	None.
The amount now of floating debt	19,125 37
Total amount now of floating and funded debt	19,125 37
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	706
Par value of each share	\$25 00
Average market value during the year	16 66
Amount paid in on each share	25 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$23,755 18
Equipment	11,424 43
Total cost	35,179 61

CHARACTERISTICS OF ROAD.

Length of road laid : $2\frac{1}{20}$ miles single track.	
Length of sidings.....	974 feet.
Gauge of road.....	5 feet $2\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 each.
Number of depots.....	1
Number of first class passenger cars.....	8
Average value of each.....	\$677 43
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car : 12 in small and 42 in large.	
Number of other cars.....	None.
Number of horses owned by the company	20
Average value of each, including harness.....	\$155 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	None owned.
Average weight in pounds of passenger cars, exclusive of passengers and baggage : 2,300 pounds, small, and 3,000 pounds, large.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day, (average,).....	11
How many miles does each two horse team make daily....	22
How is track laid, and on what foundation? White pine stringers and sills, on gravel.	
Average time consumed by cars in passing over the road..	30 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Commencing at Front and Penn ; thence along Penn street to Eleventh street ; thence along Perkiomen avenue to Nineteenth street. Connects with City Passenger railway at Sixth and Penn street.

Monthly statement of passengers (all classes) carried in cars for the year :

September, 1874.....	42,048
October, 1874.....	22,287
November, 1874.....	12,536
December, 1874.....	9,339
Total.....	86,210

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	5 cents.
Tickets in packages of six sold for.....	25 "

EXPENSES.

Maintaining and operating the road or real estate of the corporation:

On account of horses	\$39 49
Harness and repairs	None.
Repairs to cars	59 09
Horse shoeing.....	56 26
Hay and feed.....	1,668 85
Office expenses, stationery and depot expenses.....	175 07
Salaries.....	320 00
Insurance	55 50
Watchmen, switchmen, hostlers, pay roll : Included in conductors and drivers.	
General expenses of stable	181 05
Conductors and drivers	2,539 99
Fluid, fuel, oil and gas.....	42 65
Damage for injury of persons	None.
Total	5,137 95

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$18,435 00
From sale of bonds.....	None issued.
From other sources.....	9 00
Total	18,444 00

RECEIPTS FROM PASSENGERS.

September, 1874	\$2,102 44
October, 1874.....	1,114 37
November, 1874.....	626 82
December, 1874.....	466 97
Total	4,310 61

SUMMARY OF PAYMENTS.

For construction.....	\$23,755 18
For maintaining the road or real estate of the corporation, and operating the road.....	\$5,137 95
For interest and dividends.....	None.

PASSENGER RAILROAD REPORT.

671

New passenger cars and horses	\$9,784 40
Payments to loan account, miscellaneous, payments made to surplus fund, and municipal taxes.....	None.
State taxes: Charter fees.....	127 00
Total	38,804 53

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. S. Eckert.....	Reading, Pa.
S. S. Stevens.....	Reading, Pa.
C. Sellers.....	Reading, Pa.
S. E. Ancona.....	Reading, Pa.
C. Stotz.....	Reading, Pa.
C. Stotz, President.....	Reading, Pa.
A. F. Rightmyer, Secretary and Treasurer.....	Reading, Pa.

PEOPLE'S STREET.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Wm. Matthews, president, and Alfred Hand, treasurer, of the People's Street Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, inclusive, are true, to the best of their knowledge and belief.

(Signed)

WM. MATTHEWS, *President.*ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of December, 1874. }

R. W. ARCHBALD, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing to complete road.....	\$80,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	125,500 00
Total amount now paid in of capital stock.....	149,000 00
Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	15,000 00

Total amount now of floating and funded debt.....	\$15,000 00
Date and rate per cent. per annum of dividend or dividends:	
Stock, 6 per cent. December 31, 1873 ; cash, 2 per cent.	
January 10, 1874.....	8 per cent.
Number of shares of stock issued : \$1,000 being held yet till final payment.....	1,500
Par value of each share.....	\$100 00
Average market value during the year.....	90 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared : December, 1873, \$125,500 ; January 10, 1874, \$145,000.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$117,188 54	\$132,163 92
Equipment	24,932 49	26,564 85
Total cost.....	142,121 03	158,728 77

CHARACTERISTICS OF ROAD.

Length of road laid.....	9½ miles.
Length of double track, including sidings.....	1,450 feet.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track.....	25 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars.....	7
Average value of each.....	\$850 00
Number of second class passenger cars	3
Average value of each.....	\$300 00
Number of passengers that may be seated in each car....	24
Number of other cars.....	1
Number of horses owned by the company.....	45
Average value of each, including harness.....	\$165 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway.....	\$33,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,900 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	15

How many miles does each two-horse team make daily . . . 15
 How is track laid and on what foundation? Cobble stone
 pavement, earth and gravel.
 Average time consumed by cars in passing over the road : 55 minutes.

Describe the route of your road in detail, giving the streets occupied, and
 connections with other roads : Same as in last report.

Monthly statement of passengers (all classes) carried in cars for the year :

November, 1873.....	40,405	June, 1874.....	41,507
December, 1873.....	47,278	July, 1874.....	46,948
January, 1874.....	45,966	August, 1874.....	41,462
February, 1874.....	35,469	September, 1874.....	40,090
March, 1874.....	39,933	October, 1874.....	40,607
April, 1874.....	37,789		
May, 1874.....	38,622	Total.....	496,076

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare; 10 cents; Hyde Park..... 6 cents.
 Tickets in packages of twelve, sold for..... \$1 00

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$5,525 31
Repairs of building.....	135 16
Taxes on real estate : Included in general taxes.....	
Total.....	5,660 47

Operating the road :

On account of horses.....	\$1,705 00
Harness and repairs.....	343 23
Repairs to cars.....	1,606 13
Horse shoeing.....	1,048 31
Hay and feed.....	6,624 43
Office expenses, stationery and depot expenses.....	264 08
Salaries.....	2,100 00
Insurance.....	415 30
Watchmen, switchmen, hostlers, pay-roll.....	2,142 13
General expenses of stable.....	171 70
Conductors and drivers.....	8,675 34
Fluid, fuel, oil and gas.....	525 90
Total.....	25,621 55

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$15,970 00
From sale of bonds.....	None.

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
November, 1873	\$2, 828 23	.....	\$52 04	\$2, 880 27
December, 1873.....	3, 309 46	.....	207 92	3, 517 38
January, 1874.....	3, 217 62	.....	132 50	3, 350 12
February 1874	2, 482 88	.....	75 00	2, 557 88
March, 1874.....	2, 795 34	.....	50 00	2, 845 34
April, 1874.....	2, 645 29	\$7 50	82 50	2, 735 29
May, 1874	2, 703 58	9 00	75 00	2, 787 58
June, 1874.....	2, 905 50	.....	173 00	3, 078 50
July, 1874.....	3, 286 39	.....	228 91	3, 515 30
August, 1874.....	2, 912 38	.....	112 50	3, 024 88
September, 1874.....	2, 806 36	.....	58 00	2, 864 36
October, 1874.....	2, 842 55	34 25	82 50	2, 959 30
Total.....	34, 735 58	50 75	1, 329 87	36, 116 20

SUMMARY OF PAYMENTS.

For construction	\$16,607 74
For maintaining the road or real estate of the corporation, and operating the road.....	31,282 02
For interest.....	None.
For dividends.....	2,900 00
For new passenger cars and horses.....	1,632 36
For payments to loan account and surplus fund.....	None.
For miscellaneous.....	114 86
For municipal taxes	130 55
For State taxes	251 00
Total	52,918 53
Total amount of surplus fund.....	\$668 50

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Matthews.....	Scranton, Pa.
James Blair.....	Scranton, Pa.
J. C. Platt.....	Scranton, Pa.
William Connell.....	Scranton, Pa.
W. W. Scranton	Scranton, Pa.
W. R. Storrs	Scranton, Pa.
Alfred Hand.....	Scranton, Pa.
W. W. Winton.....	Scranton, Pa.
J. B. Smith.....	Dunmore.
William Matthews, President	Scranton, Pa.
Alfred Hand, Secretary and Treasurer.....	Scranton, Pa.

PEOPLE'S.

STATE OF PENNSYLVANIA, }
Schuylkill County, } ss:

Personally appeared Charles Baber, president, and L. F. Whitney, treasurer, of the People's railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

CHARLES BABER, *President.*

L. F. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of January, 1875. }

J. M. CROSLAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	250,000 00
Amount paid in as by last report	50,000 00
Total amount now paid in of capital stock	89,250 00
Funded debt as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1892,)..	14,700 00
Floating debt as by last report	52,217 19
The amount now of floating debt	17,539 21
Total amount now of floating and funded debt	32,239 21
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	5,000
Par value of each share	\$50 00
Average market value during the year: Amount paid.....	17 85
Amount paid in on each share: Average.....	17 85

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$73,470 92	\$85,248 49
Equipment	12,254 02	29,275 37
Total cost... ..	85,724 94	114,523 86

CHARACTERISTICS OF ROAD.

Length of road laid : 6 miles, 152 feet.	
Length of double track, including sidings.....	2,300 feet.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track : 35, 40 and 50 lbs.	
Number of car houses, shops and stables : 1 car house, 1 1 shop, 1 stable.	
Number of depots.....	2
Number of first class passenger cars.....	3
Average value of each.....	\$900 00
Number of second class passenger cars	10
Average value of each.....	\$600 00
Number of passengers that may be seated in each car.....	12 and 22
Number of other cars : 7 trucks, 1 baggage car.	
Number of horses owned by the company.....	15
Average value of each, including harness.....	\$175 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$12,000 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage.....	3,300 to 5,000
Three second class locomotives	\$7,400 00
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,).....	4
Number of trips each day.....	10
How many miles does each two horse team make daily....	15
How is track laid, and on what foundation ? String pieces, cross-ties, stone foundation.	
Average time consumed by cars in passing over the road :	
Horse cars 1½ hours ; steam 20 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Mt. Carbon to Fishback ; from Centre and Market to Wood street ; along Wood street to Minersville depot ; thence to Minersville by steam, crossing and connecting the Mine Hill and Schuylkill Haven railroad.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874.....	10,146	August, 1874.....	15,565
February, 1874.....	6,518	September, 1874.....	12,559
March, 1874.....	9,677	October, 1874.....	9,826
April, 1874.....	7,637	November, 1874.....	9,003
May, 1874.....	10,359	December, 1874.....	8,248
June, 1874.....	14,217		
July, 1874.....	15,342	Total.....	129,097

PASSENGER RAILROAD REPORT.

677

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare, street railway, 6 cents ; Pottsville to Minersville	15 cents.
Tickets in packages of five sold for	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway	\$751 56
Repairs of building, and taxes on real estate	None.
Total	751 56

Operating the road :

On account of horses, and by steam to Minersville, engineers, conductors, watchman, &c.	\$3,705 84
Harness and repairs	36 10
Repairs to cars, included in expenses account	
Horse shoeing	373 30
Hay and feed	3,057 09
Office expenses, stationery and depot expenses	242 08
Salaries	2,840 00
Insurance	200 00
Hostlers, pay-roll	1,420 71
General expenses of stable, included in hostler's account, &c.	
Conductors and drivers	1,886 25
Fluid, fuel, oil and gas, water rent and tallow	2,078 89
Damage for injury of persons	None.
Total	15,840 26

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$43,420 00
From sale of bonds and other sources	None.

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources during the year.	Total.
January, 1874.....	\$1,535 07	\$84 00	*\$800 52	.....
February, 1874.....	1,032 29	.....	†250 00	.....
March, 1874.....	1,488 59	.....	†70 00	.....
April, 1874.....	1,123 65	.....	.....	.....
May, 1874.....	1,582 71	.....	.....	.....
June, 1874.....	2,050 30	.....	.....	.....
July, 1874.....	2,391 93	.....	.....	.....
August, 1874.....	2,367 72	.....	.....	.....
September, 1874.....	1,894 38	.....	.....	.....
October, 1874.....	1,473 00	.....	.....	.....
November, 1874.....	1,417 97	.....	.....	.....
December, 1874.....	1,343 23	.....	.....	.....
Total.....	19,700 84	84 00	1,120 52	20,905 36

*Freight.

†U. S. mail.

‡Sundry.

SUMMARY OF PAYMENTS.

For construction.....	\$11,777 57
For maintaining the road or real estate of the corporation, and operating the road.....	16,591 82
For interest.....	953 00
For dividends, new passenger cars and horses, payments to loan account, payments made to surplus fund, and mu- nicipal taxes.....	None.
For miscellaneous.....	1,204 90
For State taxes.....	340 00
Total.....	30,866 39

ACCIDENTS.

	Injured.
Employees.....	1
Others.....	1
Total.....	2

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Charles Baber.....	Pottsville.
M. Boone.....	Pottsville.
R. F. Lee.....	Pottsville.
L. F. Whitney.....	Pottsville.
W. M. Randall.....	Schuylkill Haven.
Charles Baber, President.....	Pottsville, Schuylkill co., Pa.
L. F. Whitney, Sec. and Treas.....	Pottsville, Schuylkill co., Pa.

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Coffin Colket president, and W. W. Colket, treasurer of the Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1875. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	225,000 00
Total amount now paid in of capital stock.....	475,000 00
Funded debt as per last report.....	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1881,)	200,000 00
Floating debt as by last report.....	49,735 40
The amount now of floating debt.....	74,136 05
Total amount now of floating and funded debt.....	274,136 05
Rate per cent per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January and July, \$2 50 per share.	
Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Average market value during the year.....	65 00
Amount paid in on each share, (average,).....	23 75
Amount of capital on which the respective dividends were declared	1,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction..	\$424,160 29	\$609,142 65
Equipment.....	93,575 11	179,993 40
Total cost.....	517,735 40	789,136 05

CHARACTERISTICS OF ROAD.

Length of road laid, main line 7 miles 363 feet ; Darby rail-road, $9\frac{62}{100}$ miles.	
Length of double track, including sidings.....	5½ miles.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track, 53, 43 and 45 lbs.	
Number of car houses, shops and stables.....	6
Number of depots.....	4
Number of first class passenger cars.....	108
Average value of each.....	\$800 00
Number of second class passenger cars.....	4
Average value of each.....	\$200 00
Number of passengers that may be seated in each car....	20
Number of other cars,.....	2
Number of horses owned by the company.....	613
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	150,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day: Main line, 9; Darby, 5; Park, 8.	
How many miles does each two-horse team make daily?	
Main line.....	21
How is track laid, and on what foundation? On string pieces and cross-ties, gravel foundation.	
Average time consumed by cars in passing over the road..	81 minutes.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Forty-second and Chestnut street, down Chestnut to Front street; down Front street to Walnut street; up Walnut street to Twenty-second street; up Twenty-second street to Chestnut street, and up Chestnut street to Forty-first street; branch lines leave Chestnut street at Woodland avenue; along said avenue to Darby road;

along Darby road to Darby; and from Chestnut street north on Thirty-second street to Lancaster avenue; along Lancaster avenue to Belmont avenue, and along Belmont avenue to Fairmount park.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874.....	496,255	August, 1874.....	591,135
February, 1874.....	446,290	September, 1874.....	650,387
March, 1874.....	500,419	October, 1874.....	730,799
April, 1874.....	517,156	November, 1874.....	646,245
May, 1874.....	589,755	December, 1874.....	670,035
June, 1874.....	646,321		
July, 1874.....	647,925	Total.....	7,132,922

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of four sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$9,711 53.
Repairs of building.....	3,521 48.
Taxes on real estate.....	2,269 74
Total.....	15,512 75

Operating the road :

On account of horses.....	\$5,881 11
Harness and repairs.....	4,560 51
Repairs to cars.....	13,776 50
Horse shoeing.....	15,570 14
Hay and feed: Hay, \$25,689 17; corn, \$49,913 25; bran, \$5,988 32; oats, \$571 81.....	82,162 55
Office expenses, stationery and depot expenses.....	11,617 01
Salaries: Included in pay-roll.	
Insurance.....	4,101 64
Watchmen, switchmen, hostlers, pay-roll.....	160,334 94
General expenses of stable, \$4,304 63; straw, \$4,856 83,	9,161 46
Conductors and drivers; Included in pay-roll.	
Engine and mill.....	2,592 64
Fluid, fuel, oil and gas.....	2,610 69
Damage for injury of persons.....	560 00
Total.....	312,929 19.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$250,000 00
From sale of bonds and other sources.....	Nothing.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1874	\$31,002 36	\$226 00	.....	\$114 92	\$31,343 28
February, 1874.....	27,776 79	4 00	.....	10 08	27,790 87
March, 1874	31,501 42	.....	\$775 00	.....	32,276 42
April, 1874	33,003 83	.....	972 00	154 21	34,130 04
May, 1874.....	36,653 74	.....	228 74	.....	36,882 48
June, 1874.....	39,709 08	200 00	.....	.....	39,909 08
July, 1874	38,676 34	.....	500 00	.....	39,176 34
August, 1874.....	35,508 52	.....	.....	95 79	35,604 31
September, 1874.....	39,142 45	.....	.....	.....	39,142 45
October, 1874.....	44,080 74	.....	.....	.....	44,080 74
November, 1874.....	39,483 70	✓.....	800 00	125 00	40,408 70
December, 1874.....	40,089 84	.....	2,903 32	.....	42,993 16
Total.....	436,628 81	430 00	6,179 06	500 00	443,737 87

SUMMARY OF PAYMENTS.

For construction	\$184,982 36
For maintaining the road or real estate of the corporation, and operating the road.....	328,441 94
For interest.....	19,000 00
For dividends.....	108,000 00
For new passenger cars and horses.....	86,418 29
For payment to loan account, miscellaneous and payments made to surplus fund.....	None.
For municipal taxes	3,660 91
For State taxes	727 12
Total	<u>731,230 62</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	2
Others	2	2
Total	<u>2</u>	<u>4</u>

May 30. A woman, name unknown, threw herself in front of the horses at Thirty-ninth street and Darby road, the car passing over her killed her instantly; verdict, suicide; cause, insanity.

July 4. William Myers, a colored passenger, was injured slightly through a collision with a car of the Spruce and Pine Streets Passenger railway company at Twenty-third and Chestnut streets.

August 9. Thomas Johnson, was run over at Thirty-eighth street and Lancaster avenue, was found after night dead, lying on the track.

August 17. Robert Irwin, a boy, in getting off the car while in motion, near Forty-fourth street and Lancaster avenue, fell and sustained a slight injury to the arm.

October 14. David H. Henry, very much intoxicated, fell in front of the horses, at Second and Chestnut streets, sustaining injuries to his back.

December 9. Mrs. Kenan, run over at Fifty-second street and Darby road, at night; injured her arm and foot; intoxicated, and had fallen asleep on the track; since recovered.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister.....	Philadelphia.
Z. C. Howell.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
W. H. Kember.....	Philadelphia.
W. S. Wilson.....	Philadelphia.
Edward Burton.....	Philadelphia.
Coffin Colket, President.....	Philadelphia.
W. W. Colket, Secretary and Treasurer.....	Philadelphia.

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S. Gross Fry, president, and J. P. M'Fadden, treasurer, of the Philadelphia and Darby railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

S. GROSS FRY, *President.*

J. P. M'FADDEN, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of January, 1875. . }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
Funded debt as per last report.....	100,000 00

The amount now of funded debt, (classified and date of maturity,) as follows :

1st mortgage bonds, (date of maturity, May 1, 1887,)..	\$100,000 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July.....	4 per cent.
Number of shares of stock issued.....	10,000
Par value of each share.....	\$20 00
Average market value during the year.....	10 00
Amount paid in on each share.....	No record.
Amount of capital on which the respective dividends were declared.....	\$200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$321,058 48	\$321,058 28

CHARACTERISTICS OF ROAD.

Length of road laid, (original road from Market street to Darby,).....	5 miles 255 ft.
Length of double track, including sidings.....	1 mile.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	42 pounds.
Number of ear houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars.....	15
Average value of each.....	\$500 00
Number of second class passenger ears.....	None.
Number of passengers that may be seated in each ear.....	20
Number of other cars.....	2
Number of horses and mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$50,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger ears, including stops, (miles per hour,).....	6
How many miles does each two-horse team make daily....	20

How is track laid, and on what foundation? White pine stringers on cross-ties, under ground.

Average time consumed by cars in passing over the road, (each way,).....

1 hour.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From the borough of Darby, in Delaware county, along the Darby turnpike or plank road to Woodland street; thence along said Woodland street to Chestnut street, connecting at this point with the Philadelphia City Passenger railway.

ACCIDENTS

None.

The Philadelphia and Darby railroad is operated by the Philadelphia City (Chestnut and Walnut streets) Passenger railway company, under the terms and provisions of a lease executed to them for 999 years, from January 1, 1870. The amount of receipts and expenditures, and other statistics unanswered in this report will be contained in theirs

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Gross Fry.....	Philadelphia.
Chas. Thompson.....	Philadelphia.
J. P. M'Fadden.....	Philadelphia.
C. Colket.....	Philadelphia.
A. L. Bonnofan.....	Philadelphia.
S. Gross Fry, President.....	258 S. Third st., Philadelphia.
J. P. M'Fadden, Sec. and Treas.....	258 S. Third st., Philadelphia.

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William H. Snowden, president, and J. Crawford Dawes, treasurer, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending 31st December, 1874, are true to the best of their knowledge and belief.

(Signed)

WM. H. SNOWDEN, *President,*

J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1875. }

JAMES P. PETIT, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed, shares.....	11,608
Amount paid in as by last report.....	\$290,175 00
Total amount now paid in of capital stock.....	290,200 00
Funded debt as per last report.....	6,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1879,).....	6,500 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	22,600 00
Total amount now of floating and funded debt.....	29,100 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January, \$1 25 per share; July, \$1 25 per share.	
Number of shares of stock issued.....	11,608
Par value of each share.....	\$50 00
Average market value during the year.....	28 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective dividends were declared.....	1,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$299,126 68	\$299,126 68

CHARACTERISTICS OF ROAD.

Length of road laid.....	10 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	2 $\frac{1}{2}$ "
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars.....	22
Average value of each.....	\$750 00
Number of second class passenger and other cars.....	None.
Number of passengers that may be seated in each car.....	20
Number of horses owned by the company.....	144
Average value of each, including harness.....	\$90 00
Number of mules owned by the company.....	None.

PASSENGER RAILROAD REPORT.

687

Value of real estate held, exclusive of roadway.....	\$72,600 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day.....	260
How many miles does each two horse team make daily....	18 to 19
How is track laid, and on what foundation.....	Usual way.
Average time consumed by cars in passing over the road: 1 hour and 25 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Gray's Ferry bridge, along Gray's Ferry road, Christian street, Twenty-second street, Spruce and Third streets to Exchange, at Third and Walnut; along Dock, Second, Pine, Twenty-third streets and Gray's Ferry road to terminus.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874	193,985	August, 1874	208,252
February, 1874	186,239	September, 1874.....	236,077
March, 1874	205,539	October, 1874.....	259,658
April, 1874.....	231,940	November, 1874	210,989
May, 1874.....	263,715	December, 1874.....	223,318
June, 1874.....	257,050		
July, 1874.....	246,871	Total	<u>2,723,633</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents..
Tickets in packages of four, sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway	\$6,845 19
Repairs of building: Included in miscellaneous.	
Taxes on real estate	1,148 24
Total	<u>7,993 43</u>

Operating the road :

On account of horses.....	\$5,548 00
Harness and repairs.....	989 12
Repairs to cars.....	5,636 41
Horse shoeing	4,250 76
Hay and feed.....	21,134 80
Office expenses, stationery and depot expenses	1,041 86

Salaries	\$2,200 00
Insurance: Included in miscellaneous.	
Watchmen, switchmen, hostlers, pay-roll.....	11,623 60
General expenses of stable	1,214 45
Conductors and drivers	27,223 03
Fluid, fuel, oil and gas.....	767 47
Damage for injury of persons.....	None.
Total	<u>81,629 50</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1874	\$9,319 77			\$72 19	
February, 1874.....	8,213 29				
March, 1874	9,070 25		\$442 00		
April, 1874	10,465 83				
May, 1874	12,329 57				
June, 1874.....	11,982 43	\$250 00	460 00	53 37	
July, 1874.....	11,172 21			93 91	
August, 1874	10,148 41				
September, 1874.....	10,762 13		426 00		
October, 1874.....	11,397 43				
November, 1874.....	9,655 91				
December, 1874.....	9,283 90	250 00	436 00	42 38	
Total.....	123,801 23	500 00	1,764 00	261 85	126,327 03

SUMMARY OF PAYMENTS.

For construction, interest, payments to loan account, pay- ments made to surplus fund and United States taxes....	None.
For maintaining the road or real estate of the corporation, and operating the road	\$89,622 93
For dividends.....	29,163 50
For new passenger cars and horses: Included in operating the road.	
For miscellaneous.....	4,432 46
For municipal taxes.....	949 00
For State taxes.....	1,607 33
Total	<u>125,775 22</u>
Total amount of surplus fund.....	<u>\$551 86</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Parker H. Warren.....	Maylandville, city.
Thos. R. Woodhouse	No. 1337 Spruce street, city.
Geo. W. Blabon.....	No. 124 North Third street, city.
Edgar E. Petit.....	No. 138 South Sixth street, city.
Arthur Hughes.....	No. 612 South Ninth street, city.
Matthew Brooks.....	No. 627 North Fifteenth street, city.
William H. Snowdon, President....	Twenty-second st., below Spruce.
J. Crawford Dawes, Sec. and Treas..	Twenty-second st., below Spruce.

PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared W. J. Kountz, president, and C. M. Seibert, treasurer, of the Pittsburg, Allegheny and Manchester Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

W. J. KOUNTZ, *President.*

C. M. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of November, 1874. }

FRANCIS TORRANCE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$300,000 00
Amount of stock subscribed	300,000 00
Amount paid in as by last report.....	200,000 00
Total amount now paid in of capital stock.....	300,000 00
Funded debt as per last report.....	23,000 00
The amount now of funded debt: 1st mortgage bonds.....	100,000 00
Floating debt as by last report.....	16,608 45
The amount now of floating debt	None.
Total amount now of floating and funded debt	100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, 2 per cent. each, April 1, July 1, and October 1.	

Number of shares of stock issued.....	6,000
Par value of each share.....	\$50 00
Average market value during the year.....	60 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$99,788 69	\$206,050 69
Equipment	70,519 80	72,039 85
Total cost.....	170,308 49	278,090 54

CHARACTERISTICS OF ROAD.

Length of road laid	4 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	4 "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables	3 each.
Number of depots	3
Number of first class passenger cars.....	37
Average value of each.....	\$950 00
Number of omnibusses.....	3
Average value of each.....	\$700 00
Number of passengers that may be seated in each car....	22
Number of other cars: Salt car	1
Number of horses owned by the company.....	128
Average value of each, including harness	\$140 00
Number of mules owned by the company.....	76
Average value of each, including harness.....	\$140 00
Value of real estate and buildings held, exclusive of road- way	111,263 01
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4 $\frac{1}{2}$
How many miles does each two horse team make daily, about.....	18
How is track laid, and on what foundation? Pine stringers and ties, street foundation.	
Average time consumed by cars in passing over the road, 60, 70 and 80 minutes, the round trip.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main road starts from 6th street Pittsburg, across suspension bridge to Allegheny city; up Federal street to Ohio street; along West Ohio street and Western Avenue to Bidwell street; along Bidwell to Pennsylvania Avenue; along said avenue to Beaver Avenue; along Beaver Avenue to car house. Rebecca street branch leaves main line on Federal street; thence to Beaver avenue and the car house corner of Beaver and Pennsylvania Avenues. The Troy Hill branch leaves main line corner of Federal and Ohio streets; thence along East Ohio street to car house, near Chestnut street.

Monthly statement of passengers (all classes) carried in cars for the year :

November, 1873	240,770	June, 1874.....	265,264
December, 1873.....	246,792	July, 1874	284,734
January, 1874.....	238,285	August, 1874.....	260,272
February, 1874	213,780	September, 1874.....	254,258
March, 1874.....	247,191	October, 1874	274,641
April, 1874.....	253,988		
May, 1874.....	274,787	Total	<u>3,054,762</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare	6 cents.
Tickets in packages of 5, sold for 25 cents by conductors.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$5,480 72
Repairs of building.....	625 49
Taxes on real estate.....	2,430 59
Total	<u>8,536 80</u>

Operating the road :

On account of horses	\$3,645 00
Harness and repairs.....	793 50
Repairs to cars.....	5,767 27
Horse shoeing	8,431 13
Hay and feed.....	27,234 42
Expense account.....	1,805 31
Rent.....	188 33
Insurance	1,301 15
Watchmen, switchmen, hostlers, pay-roll and salaries.....	22,864 34
Conductors and drivers.....	37,737 21
Fluid, fuel, oil and gas.....	801 51
Damage for injury of persons.....	2,733 71
Total	<u>113,307 78</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	\$40,000 00

RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1873.....	\$12,453 67	.....	.....	.....
December, 1873.....	13,296 49	.....	.....	.....
January, 1874.....	12,832 96	.....	.....	.....
February, 1874.....	11,549 27	.....	.....	.....
March, 1874.....	13,280 88	.....	.....	.....
April, 1874.....	13,736 97	.....	.....	.....
May, 1874.....	14,844 10	.....	.....	.....
June, 1874.....	14,337 71	.....	.....	.....
July, 1874.....	15,492 94	.....	.....	.....
August, 1874.....	14,132 08	.....	.....	.....
September, 1874.....	13,854 59	.....	.....	.....
October, 1874.....	15,044 11	.....	.....	.....
Total.....	164,855 77	\$100 00	\$330 00	\$165,335 77

SUMMARY OF PAYMENTS.

For construction.....	\$6,262 00
For maintaining the road or real estate of the corporation, and operating the road.....	121,844 68
For interest.....	5,708 16
For dividends.....	18,000 00
For new horses.....	520 00
For payments to loan account: Bonds, \$23,000; mort- gage, \$16,168.....	39,168 00
For miscellaneous.....	4,179 41
For municipal taxes.....	3,813 68
For State taxes.....	600 00
For bridge toll.....	5,480 00
Total.....	205,575 93

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. J. Kountz.....	Allegheny City.
Chas. E. Speer.....	Pittsburg.
R. C. Gray.....	Pittsburg.
A. Ackley.....	Allegheny City.
C. M. Seibert.....	Pittsburg.
Wm. J. Kountz, President.....	Allegheny City.
C. M. Seibert, Secretary and Treasurer.....	Pittsburg.

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared M. W. Beltzhoover, president, and John G. Holmes, treasurer, of the Pittsburg and Birmingham Passenger railway company, and in dueform of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

M. W. BELTZHOOVER, *President.*

JOHN G. HOLMES, *Treasurer.*

Sworn, and subscribed before me, this }
 27th day of November, 1874. }

WILLIAM LITTLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.....	146,050 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt as per last report.....	13,600 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 12, 1892,)	18,600 00
Floating debt as by last report.....	37,169 13
The amount now of floating debt.....	26,984 36
Total amount now of floating and funded debt.....	45,584 36
Rate per cent. per annum of interest on funded debt: General mortgage.....	7 ³ / ₁₀ per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.	3,000
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share	\$37 50

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$106,234 00	\$106,234 00
Equipment	37,280 69	37,202 69
Total cost.....	<u>143,514 69</u>	<u>143,436 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	3 $\frac{1}{4}$ miles.
Length of double track, including sidings.....	3 $\frac{1}{4}$ “
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	1 each.
Number of depots.....	2
Number of first class passenger cars.....	18
Average value of each.....	\$750 00
Number of second class passenger cars.....	2
Average value of each.....	\$300 00
Number of passengers that may be seated in each car....	20
Number of other cars: 1 salt and 1 feed car.	
Number of horses owned by the company.....	114
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$52,381 67
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5
Number of trips each day, (each car,).....	9
How many miles does each two-horse team make daily....	19
How is track laid, and on what foundation? Pine stringers and ties and turnpike foundation.	
Average time consumed by cars in passing over the road,	<u>43 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Along Grant street, from Liberty street to Seventh avenue; along Seventh avenue to Smithfield street; along Smithfield street to and across the Monongahela bridge to South Pittsburg; then through the boroughs of S. Pittsburg, Birmingham and East Birmingham to its terminus.

Monthly statement of passengers (all classes) carried in cars for the year:

November, 1873.....	93,429	June, 1874.....	113,646
December, 1873.....	92,187	July, 1874.....	152,554
January, 1874.....	112,003	August, 1874.....	126,850
February, 1874.....	86,628	September, 1874.....	125,798
March, 1874.....	95,091	October, 1874.....	160,092
April, 1874.....	103,284		
May, 1874.....	140,428	Total.....	<u>1,401,990</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare: 6 cents for eight months, and 5 cents for 4 months.

Tickets in slips of five, sold for..... 25 cents.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway.....	\$6,473 54
Repairs of building.....	306 39
Taxes on real estate.....	699 86
Total.....	<u>7,479 79</u>

Operating the road:

Bridge toll.....	\$1,780 00
On account of horses.....	1,205 50
Harness and repairs.....	147 55
Repairs to cars.....	2,082 82
Horse shoeing and blacksmithing.....	2,820 12
Hay and feed.....	15,397 21
Office expenses, stationery and general expenses.....	1,890 37
Salaries.....	3,950 00
Insurance.....	600 00
Watchmen, switchmen, hostlers, pay-roll, and general ex- penses of stable.....	9,519 87
Conductors and drivers.....	19,564 80
Fluid, fuel, oil and gas.....	1,096 44
Damage for injury of property.....	139 00
Total.....	<u>60,193 68</u>
Grand total.....	<u>67,673 47</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	Nothing.
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RECEIPTS FROM PASSENGERS.

November, 1873.....	\$4,894 22
December, 1873.....	4,916 33
January, 1874.....	6,070 90
February, 1874.....	4,732 75
March, 1874.....	5,130 68
April, 1874.....	5,897 55
May, 1874.....	7,802 43
June, 1874.....	6,311 68
July, 1874.....	7,307 07
August, 1874.....	6,233 82
September, 1874.....	6,388 65
October, 1874.....	8,126 78
Total.....	<u>73,812 86</u>

SUMMARY OF PAYMENTS.

For construction.....	Nothing.
For maintaining the road or real estate of the corporation and operating the road.....	\$67,673 47
For interest and discount: Interest, \$1,383 41; discount, \$3,121 28.....	4,504 69
For dividends, new passenger cars and horses, payments to loan account, and miscellaneous.....	Nothing.
For payments made to surplus fund.....	821 02
For municipal taxes.....	450 00
For State taxes.....	363 68
Total	<u>73,812 86</u>
Total amount of surplus fund	<u>\$936 65</u>

ACCIDENTS.

	Killed.
Others.....	<u>1</u>

1874.

September 30. David Kinkead, aged 76 years, was run over by car No. 10, on Smithfield street, at about 8 o'clock at night; it being dark and very foggy, he in crossing the street, passed from behind another car, immediately in front of car No. 10, and was knocked down by the horses, but not run over by the car. He died next day from the sudden shock, being very aged.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. W. Beltzhoover	Pittsburg, Pa.
Wm. M. Hersh.....	Pittsburg, Pa.
W. W. Patrick.....	Pittsburg, Pa.
J. M'D. Crossan.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
M. W. Beltzhoover, President.....	Pittsburg, Pa.
W. W. Patrick, Secretary.....	Pittsburg, Pa.
Jno. G. Holmes, Treasurer.....	Pittsburg, Pa.

PITTSBURG, OAKLAND AND EAST LIBERTY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William B. Barton, president, and D. W. C. Bidwell, treasurer, of the Pittsburg, Oakland and East Liberty Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

W. B. BARTON, *President.*

D. W. C. BIDWELL, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1875. }

J. H. HILLESMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$150,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	130,000 00
Total amount now paid in of capital stock.....	150,000 00
*Funded debt as per last report.....	45,000 00
*The amount now of funded debt: 1st mortgage bonds, (date of maturity, 1884,).....	45,000 00
Floating debt as by last report.....	3,525 00
The amount now of floating debt.....	28,536 80
Total amount now of floating and funded debt.....	73,536 80
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	3,000
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$96,582 70	\$115,868 08
Equipment	28,866 11	51,421 74
Total cost	125,448 80	167,289 82

*\$28,000 of these bonds contested by company.

CHARACTERISTICS OF ROAD.

Length of road laid.....	5½ miles.
Length of double track, including sidings.....	4½ “
Gauge of road.....	5 ft. 2 inches
Weight of rail per yard on main track.....	27 and 43 lbs.
Number of car houses, shops and stables : 1 car house, 1 stable, 1 shop.	
Number of depots.....	1
Number of first class passenger cars.....	26
Average value of each.....	\$750 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car....	18
Number of other cars ; 1 dummy engine, 1 salt car.	
Number of horses owned by the company.....	132
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	2
Average value of each, including harness.....	\$120 00
Value of real estate held, exclusive of roadway.....	\$34,865 63
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	6 and 10
How many miles does each two horse team make daily....	20
How is track laid, and on what foundation? On ties and string pieces.	
Average time consumed by cars in passing over the road..	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : From Market street through Fourth avenue ; Grant street, Fifth avenue ; Denniston avenue and Penn avenue to East Liberty, returning by same route.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874.....	51,094	August, 1874.....	58,794
February, 1874.....	48,298	September, 1874.....	93,867
March, 1874.....	45,671	October, 1874.....	105,140
April, 1874.....	43,824	November, 1874.....	93,157
May, 1874.....	53,349	December, 1874.....	99,788
June, 1874.....	53,246		
July, 1874.....	52,876	Total.....	799,104

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare, 6, 8, 10 and 12 cents.

Tickets in packages of 5 sold for 25 cents ; 15, 14 and 10, sold for \$1.00.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$24,344 18
Repairs of building.....	9,686 93
Taxes on real estate, (total taxes,).....	482 10
Total	<u>34,513 21</u>

Operating the road :

On account of horses	\$8,488 88
Harness and repairs	1,850 78
Repairs to cars.....	17,157 92
Horse shoeing	2,274 99
Hay and feed.....	17,594 80
Office expenses, stationery and depot expenses.....	9,119 05
Salaries.....	70 00
Insurance	702 75
*Watchman, *switchmen, †hostlers, *pay-roll	
General expenses of stable.....	5,829 66
Conductors and drivers.....	14,682 14
Fluid, fuel, oil and gas, in O. & D. expenses.	
Damage for injury of persons.....	12 00
Total	<u>77,712 97</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$38,530 87
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RECEIPTS FROM PASSENGERS.

January, 1874.....	\$3,316 30
February, 1874.....	2,950 88
March, 1874.....	2,363 65
April, 1874.....	2,192 24
May, 1874.....	2,663 29
June, 1874.....	2,656 48
July, 1874.....	2,815 91
August, 1874.....	3,577 80
September, 1874.....	6,470 65
October, 1874.....	7,338 03

*In office and depot expenses.

†In stable expenses.

November, 1874.....	\$6,510 31
December, 1874.....	6,934 97
Total	<u>49,790 51</u>

SUMMARY of PAYMENTS.

For construction: \$19,285 38, included in expense account.	
For maintaining the road or real estate of the corporation, and operating the road.....	\$112,226 18
For interest: \$1,717 80, included in expense account.	
For dividends, payments to loan account, miscellaneous, and payments made to surplus fund.....	None.
For new passenger cars and horses: \$22,555 63, included in expense account.	
For municipal, State and county taxes: \$482 10, included in expense account.	
Total	<u>112,226 18</u>

ACCIDENTS.

Passengers	Injured. <u>1</u>
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NOTE.—This road has been operated for its entire length only since September 3, 1874.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. B. Barton.....	Pittsburg.
Christoper Zug.....	Pittsburg.
D. W. C. Bidwell.....	Pittsburg.
Chas. H. Zug.....	Pittsburg.
J. C. Bidwell.....	Pittsburg.
James H. Parker.....	Pittsburg.
Harvey Childs, Jr.....	Pittsburg.
Wm. B. Barton, President.....	Pittsburg.
D. W. C. Bidwell, Secretary and Treasurer.....	Pittsburg.

PITTSTON.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Solomon Sturmer, president, and C. K. Campbell, treasurer, of the Pittston Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

SOLOMON STURMER, *President.*

C. K. CAMPBELL, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of December, 1874. }

C. S. STARK, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,).....	\$25,000 00
Amount of stock subscribed.....	21,675 00
Amount paid in as by last report, (this is the first report,)..	17,300 00
Total amount now paid in of capital stock.....	17,300 00
Funded debt as per last report, (this is the first report,)...	None.
The amount now of funded debt.....	None.
The amount now of floating debt, about.....	7,700 00
Total amount now of floating and funded debt.....	7,700 00
Date and rate per cent. per annum of dividend or dividends:	
No dividends declared; road went into operation January 1, 1875.	
Number of shares of stock issued.....	682
Par value of each share.....	\$25 00
Average market value during the year: No market value, no sales.	
Amount paid in on each share.....	25 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$22,600 00
Equipment.....	2,400 00
Total cost.....	25,000 00

CHARACTERISTICS OF ROAD.

Length of road laid :	One mile and nearly a half.
Length of double track, including sidings :	Thirty rods or less, simply a siding.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	42½ pounds.
Number of car houses, shops and stables.....	1
Number of depots.....	None.
Number of first class passenger cars.....	3
Average value of each.....	\$800 00
Number of second class passenger cars	None.
Number of passengers that may be seated in each car....	19
Number of other cars, horses and mules owned by the company	None.
Value of real estate held, exclusive of roadway.....	None.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) :	No rate adopted.
Number of trips each day.....	18
How many miles does each two-horse team make daily....	25
How is track laid and on what foundation? Laid on ties and stringers, dirt foundation.	
Average time consumed by cars in passing over the road : 15 to 20 minutes.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads : Occupies Main street, in the borough of Pittston ; has no connection with any other street railway, but runs to a depot on the Delaware, Lackawanna and Western railway.

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare : 6 cents through ; 5 cents for shorter ride.

Tickets in packages of twenty-two sold for.....	\$1 00
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$17,300 00
From sale of bonds and other sources.....	Nothing.

SUMMARY OF PAYMENTS.

For construction.....	\$22,600 00
For new passenger cars.....	2,400 00

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Solomon Sturmer.....	Pittston.
William Allen.....	Pittston.
C. K. Campbell.....	Pittston.
M. W. Morris.....	Pittston.
J. A. Bryden.....	Pittston.
Robert Thompson.....	Pittston.
Paul Bohan.....	Pittston.
Charles Banker.....	Pittston.
John Howell.....	Pittston.
Griffith Thomas.....	Pittston.
Solomon Sturmer, President	Pittston, Luzerne co., Pa.
William Allen, Secretary.....	Pittston, Luzerne co., Pa.
C. K. Campbell, Treasurer	Pittston, Luzerne co., Pa.

READING CITY.

STATE OF PENNSYLVANIA, }
Berks County, } ss:

Personally appeared George K. Levan, president, and D. S. Francis, treasurer, of the Reading City Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) GEORGE K. LEVAN, *President.*
 D. S. FRANCIS, *Treasurer.*

Sworn and subscribed before me, this }
16th day of February, 1875. }

GEORGE W. BRUCKMAN, *Associate Judge.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed.....	41,250 00
Total amount now paid in of capital stock.....	41,250 00
The amount now of floating debt.....	4,599 18
Number of shares of stock issued.....	825
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Amount paid on account of construction.....	\$29,637 54
Equipment	15,656 66
Total	45,294 20

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from foot of Sixth street to Hiester's lane; thence to Ninth; thence to Laurel; thence to Sixth, with branch on Robison to Fourth, depot entrance branch and Penn street branches: About.....	5 miles.
Length of main line of road laid: 9,454 feet, or nearly 2 miles.	
Length of main line of road laid in Pennsylvania.....	2 "
Gauge of road	5 ft. 2½ inches.
Weight of rail per yard.....	45 lbs.
Number of miles of road graded and rails laid.....	2 miles.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John M'Knight.....	Reading, Pa.
C. H. Schaeffer	Reading, Pa.
H. A. Muhlenberg.....	Reading, Pa.
Henry Hartman	Reading, Pa.
H. R. Hawman	Reading, Pa.
George K. Levan.....	President.
D. S. Francis.....	Secretary and Treasurer.
James Jamison.....	Vice President.

RIDGE AVENUE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. B. Edwards, president, and Wm. S. Blight, treasurer, of the Ridge Avenue Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

E. B. EDWARDS, *President.*

WILLIAM S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of January, 1875. }

J. R. MASSEY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$750,000 00
Amount of stock subscribed, (shares,)	15,000
Amount paid in as by last report.	\$336,000 00
Total amount now paid in of capital stock.	420,000 00
Funded debt as per last report.	78,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, 6 per cent., (date of maturity, 1880,)	\$13,900 00
1st mortgage bonds, 7 per cent., (date of maturity, 1880,)	44,500 00
	<hr/>
	58,400 00
Floating debt as by last report.	8,805 98
The amount now of floating debt.	None.
Total amount now of floating and funded debt.	58,400 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 and 7 per cent.	
Date and rate per cent. per annum of dividends: Cash, Jan. 12, 1874, \$1 50 per share on 15,000 shares; July 6, 1874, \$1 50 per share on 15,000 shares.	
Number of shares of stock issued.	15,000
Par value of each share.	\$50 00
Average market value during the year.	42 00
Amount paid in on each share.	28 00
Amount of capital on which the respective dividends were declared.	420,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.	\$414,834 10	\$418,810 59

CHARACTERISTICS OF ROAD.

Length of road laid.	13.7 miles.
Gauge of road.	5 feet 1 in.
Weight of rail per yard on main track.	45 pounds.
Number of ear houses, shops and stables.	1
Number of depots.	2
Number of first class passenger cars.	44
Average value of each, (cost when new)	\$775 00
Number of passengers that may be seated in each car.	20

Number of horses owned by the company	280
Average value of each, including harness	\$100 00
Value of real estate held, exclusive of roadway: Depots, Twenty-third and Ridge avenue, \$65,000; Susquehanna and Ridge avenue, \$75,000, Manayunk, \$2,000; total,	137,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5½
Number of trips each day	10
How many miles does each two-horse team make daily....	21
How is track laid, and on what foundation? Part white pine, part yellow, on gravel and stone.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Second and Arch to Manayunk *via* Ridge avenue, Ninth and Tenth streets.

Monthly statement of passengers (all classes) carried in cars for the year:

Total number	4,200,000
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THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare, adults, 7 cents; children, 4 cents.

Tickets in packages of 4, sold for	25 cents.
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EXPENSES.

Maintaining the road or real estate of the corporation, and operating the road:

Insurance	\$1,815 00
Horses	10,337 00
Taxes	7,420 14
Interest	6,576 70
Running expenses	64,993 52
Stable	56,878 30
Road repair	19,550 33
Harness repair	1,315 54
Blacksmith	7,798 32
Expenses	13,080 10
Car repair	12,153 43
Damage	928 75
Total	202,847 13

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Total amount	\$84,000 00
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RECEIPTS FROM PASSENGERS.

January, 1874	\$17,928 56
February, 1874.....	15,650 42
March, 1874.....	18,728 63
April, 1874.....	19,234 17
May, 1874.....	23,729 45
June, 1874	22,757 81
July, 1874.....	22,186 74
August, 1874.....	22,302 25
September, 1874.....	22,200 72
October, 1874.....	23,176 81
November, 1874.....	19,747 86
December, 1874	20,618 42
Total	<u>248,261 84</u>

ACCIDENTS.

Others.....	Killed. <u>1</u>
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1874.

February 10. Jos. Tinsman, aged 12 years, while attempting to get on front platform of one of our cars fell, and car run over his leg, crushing him terribly; he subsequently died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William S. Grant.....	Philadelphia, Pa.
William T. Carter.....	Philadelphia, Pa.
Henry Norris.....	Philadelphia, Pa.
R. A. F. Penrose, M. D.....	Philadelphia, Pa.
Charles Thomson Jones.....	Philadelphia, Pa.
F. B. Edwards, President.....	Ridge and Susquehanna aves., Phila.
John Lambert, Vice President.....	Ridge and Susquehanna aves., Phila.
Wm. S. Bright, Treas. and Sec'y.....	Ridge and Susquehanna aves., Phila.

RIVERSIDE HORSE.

STATE OF PENNSYLVANIA, }
 Northumberland County, } ss:

Personally appeared Benjamin G. Welch, president, and Joel S. Bailey, treasurer, of the Riverside Horse railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

BENJAMIN G. WELCH, *President.*

J. S. BAILEY, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of April, 1875. }

F. G. VAN NORSTRAN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	9,250 00
Total amount now paid in of capital stock.....	725 00
The amount now of floating debt.....	2,560 50
Number of shares of stock authorized.....	2,000
Par value of each share.....	\$25 00
Average market value during the year.....	None.
Amount paid in on each share, (290 shares,).	\$2 50

COST OF ROAD AND EQUIPMENT.

Amount paid on account of construction.....	By present report. \$210 50
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CHARACTERISTICS OF ROAD.

Proposed length of main line of road : From 5 to 6 miles.	
Length of main line of road laid, and length of main line of road laid in Pennsylvania.....	None.
Proposed gauge of road.....	4 feet 8½ in.
Proposed weight of rail per yard.....	25 pounds.
Number of miles of road graded : None completed.	

REMARKS.

This is a short line of a road, intended to be operated from a point at the western end of the borough of Riverside, in Northumberland county, to the State Hospital for the Insane, and to Mechanicsville, both points lying just

east of the borough of Danville, in Montour county. It is also intended to connect the different railroads with each other and with the industrial establishments of Danville and Riverside. Some little work has been done, but the general depression of business has delayed the work of construction.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. G. Welch.....	Riverside, Pa.
O. H. Ostrander.....	Riverside, Pa.
J. S. Bailey.....	Riverside, Pa.
E. Crompton.....	Danville, Pa.
H. B. Crane.....	Riverside, Pa.
E. J. Curtis.....	Danville, Pa.
A. Creveling.....	Danville, Pa.
Benj. G. Welch, President.....	Riverside, Pa.
Edward Crompton, Secretary.....	Danville, Pa.
Joel S. Bailey, Treasurer.....	Riverside, Pa.

MANAYUNK AND ROXBOROUGH INCLINED PLANE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Daniel O. Hitner, president, and C. J. M'Glinchy, treasurer, of the Manayunk and Roxborough Inclined Plane and Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

DANIEL O. HITNER, *President.*

C. J. M'GLINCHY, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of February, A. D. 1875. }

J. F. SINQUET, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	61,325 00
Amount paid in as by last report.....	50,405 00
Total amount now paid in of capital stock.....	50,405 00
Funded debt as per last report and amount now of funded debt.....	None.
The amount now of floating debt.....	8,100 00
Total amount now of floating and funded debt.....	8,100 00

Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	2,453
Par value of each share.....	\$25 00
Average market value during the year.....	25 00
Amount paid in on each share.....	25 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$37,809 69
Equipment	5,914 63
Total cost	43,724 32

CHARACTERISTICS OF ROAD.

Length of road laid.....	5½ miles.
Length of double track, including sidings.....	None.
Gauge of road	5 ft. 2¾ in.
Weight of rail per yard on main track.....	48 pounds.
Number of car houses, shops and stables: Lease car house, stable and depot.	
Number of depots.....	1
Number of first class passenger cars.....	None.
Number of second class passenger cars.....	3
Average value of each.....	\$840 00
Number of passengers that may be seated in each car....	16
Number of other cars.....	1 salt car.
Number of horses owned by the company.....	22
Average value of each, including harness.....	\$124 00
Number of mules owned by the company....	None.
Value of real estate held, exclusive of roadway.....	None.
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,700
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5½ miles.
Number of trips each day, 14 trips, 8 miles each; 7 trips, 3 miles each.	
How is track laid, and on what foundation? Yellow pine stringers, white oak ties and earth and gravel.	
Average time consumed by cars in passing over the road : 45 minutes over route of four miles.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Over Ridge road from Barren Hill to Wissahickon station of the Reading railroad.

Monthly statement of passengers (all classes) carried in cars for the year :

From Nov. 23, 1874, to Dec. 31, 1874, single fares 19,104 equivalent to 6,368 through passengers.

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of 4 sold for 25 cents; school tickets 8 for 25 cents.	

EXPENSES.

Maintaining the road or real estate of the corporation, and operating the road :

Hay and feed.....	\$381 98
Office expenses, stationery and depot expenses.....	54 50
Salaries.....	50 00
Insurance.....	60 00
General expenses of stable.....	68 82
Conductors and drivers.....	507 49
Total.....	1,062 79

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$50,405 00
From sale of bonds.....	Nothing.
From other sources.....	406 60
Total.....	50,811 60

RECEIPTS.

From passengers, from Nov. 23, to Dec. 31, 1874.....	\$1,580 14
From manure.....	28 80
Total.....	1,608 94

SUMMARY OF PAYMENTS.

For construction, (on account,).....	\$37,809 69
For maintaining the road or real estate of the corporation, and operating the road.....	1,062 79
For interest and dividends.....	None.
New passenger cars and horses.....	4,891 00
For payments to loan account.....	None.

For miscellaneous	\$1,023 63
For payments made to surplus fund, municipal and State taxes	None.
Total.....	44,782 11
Total amount of surplus fund.....	\$7,613 63

ACCIDENTS.

None.

This road was formally opened on November 21, 1874. Passenger traffic began regularly on November 23. The road being in operation only a few weeks, our report is necessarily incomplete. We give you, however, all the facts which can be possibly ascertained by so short an experience.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. K. Boyer.....	Barren Hill, Montgomery co., Pa.
James F. Nicholas.....	Andora P. O., Roxborough.
Geo. W. Wagner	Leverington P. O., Roxborough.
William Ring.....	Leverington P. O., Roxborough.
Michael Righter.....	Leverington P. O., Roxborough.
J. Vaughan Merriek	Leverington P. O., Roxborough.
S. S. Keely.....	Leverington P. O., Roxborough.
Daniel O. Hitner, President.....	Conshohocken P. O., Mont. co., Pa.
W. H. Lewis, Secretary.....	Leverington P. O., Roxborough, Phila.
C. J. M'Glinehy, Treasurer.....	Manayunk P. O., Manayunk.

SCHUYLKILL RIVER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Parker H. Warren, president, and J. Crawford Dawes, secretary, of the Schuylkill River Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending 31st December, 1874, are true, to the best of their knowledge and belief.

(Signed,)

P. H. WARREN, *President.*J. CRAWFORD DAWES, *Secretary.*

Sworn and subscribed before me, this }
 19th day of January, 1875. }

JAMES P. PETIT, *Notary Public.*

STOCK AND DEBT

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00
Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt	None.
Date and rate per cent per annum of dividend or dividends:	
Cash, January and July, 10 per cent. per annum.*	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$5 00
Amount of capital on which the respective dividends were declared: January, \$9,500; July, \$9,500.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$47,463 54</u>	<u>\$47,463 54</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	3 $\frac{586}{5280}$ miles.
Length of double track, including sidings.....	$\frac{3}{8}$ "
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	44 lbs.
Number of car houses, shops, stables and depots.....	<u>None.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From the depot of the Philadelphia and Gray's Ferry railway company at Twenty-third and Spruce streets, along Twenty-third street to Callowhill; thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount Park at foot of Green streets; returning *via* Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut, and Twenty-second to Spruce.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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The Schuylkill River Passenger railway is operated by the Philadelphia and Gray's Ferry Passenger railway company, under the terms of a lease for ninety-nine years, from December 29, 1866. The report of receipts and expenditures will, therefore, be included in the report of the lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Arthur Hughes.....	No. 612 South Ninth st., city.
Geo. W. Blabon.....	No. 124 North Third st., city.
Thos. R. Woodhouse.....	No. 1337 Spruce st., city.
Edgar E. Petit.....	No. 138 South Sixth st., city.
Wm. H. Snowdon.....	Twenty-second st., below Spruce.
Oliver Hopkinson.....	No. 1424 Spruce st., city.
Parker H. Warren, President.....	Maylandville, city.
J. Crawford Dawes, Secretary.....	Twenty-second st., below Spruce, city.

SECOND AND THIRD STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Alexander M. Fox, president, and E. Mitchell Cornell, treasurer, of the Second and Third Street Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

ALEXANDER M. FOX, *President.*

E. MITCHELL CORNELL, *Treasurer.*

Sworn, affirmed and subscribed before me }
 this 30th day of January, 1875. }

WM. NEILL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,060,200 00
Amount of stock subscribed.....	1,060,200 00
Amount paid in as by last report.....	671,576 25
Total amount now paid in of capital stock.....	671,576 25
Funded debt as per last report	109,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1878,).....	\$83,700 00
2d mortgage bonds, (date of maturity, October 1, 1876,).....	15,800 00
3d mortgage bonds, (date of maturity, August 1, 1885,)..	9,800 00
	<hr/>
	109,300 00

PASSENGER RAILROAD REPORT.

715

Floating debt as by last report.	None.
The amount now of floating debt.	None.
Total amount now of floating and funded debt.	\$109,300 00
Rate per cent. per annum of interest on funded debt : 1st mortgage, 7 per cent. ; 2d mortgage, 7 per cent. ; Frankford and Philadelphia mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends : Cash, January 12, 6 per cent. ; July 15, 5 per cent.	
Number of shares of stock issued.	21,204
Par value of each share.	\$50 00
Average market value during the year, about.	63 00
Amount paid in on each share.	31 67
Amount of capital on which the respective dividends were declared.	1,060,200 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.	\$787,203 10	\$814,249 85
Equipment : No separate account.		

CHARACTERISTICS OF ROAD.

Length of road laid.	37 miles.
Length of double track, including sidings.	4½ "
Gauge of road.	5 feet 2¼ in.
Weight of rail per yard on main track.	43 to 55 lbs.
Number of car houses, shops and stables.	6
Number of depots.	2
Number of first class passenger cars.	95
Average value of each, about.	\$800 00
Number of second class passenger cars.	9
Average value of each, about.	\$500 00
Number of passengers that may be seated in each car.	22
Number of other cars.	11
Number of horses owned by the company.	600
Average value of each, including harness.	\$100 00
Number of mules owned by the company.	None.
Value of real estate held, exclusive of roadway.	\$160,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day.	About 842

How many miles does each two-horse team make daily... About 21
 How is track laid, and on what foundation? Wooden string-
 ers, tram rails and gravel foundation.
 Average time consumed by cars in passing over the road... About 2 hours.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commence at Harrison street, on Frankford road; thence along the said road to Jefferson street; along Jefferson to second; along Second to Mifflin; along Mifflin to Third; along Third to Germantown road; along Germantown road to Oxford street; along Oxford to Front; along Front to Amber; along Amber street to the depot, on the Frankford road, near Lehigh avenue; thence along the Frankford and Bristol turnpike to Mill street; along Mill street to Paul; along Paul street to the said turnpike road; thence along the said pike to the place of beginning; also commencing on Bridge street in Bridesburg; thence along Bridge street to Richmond street; along Richmond street to the Frankford road; along Frankford road to Maiden street; along Maiden street to Delaware avenue; along Delaware avenue to Coates; along Coates to Second; along Second to Dock; along Dock to Third; along Third to Brown; along Brown to Beach; along Beach to Manderson; along Manderson to the Frankford road; along Frankford road to Girard avenue; along Girard avenue to Norris; along Norris to Richmond; along Richmond street to Lehigh avenue; along Lehigh avenue to the depot, on the south side of Lehigh avenue; also a branch commencing at Richmond street and Frankford road; along Richmond street to Front; along Front to Laurel; along Laurel to New Market; along New Market to Vine; along Vine to Front; along Front to Chestnut; also a branch commencing at Huntingdon street and Frankford road; along Huntingdon to Coral; along Coral to York; along York to Second; along Second to Jefferson; along Jefferson to Germantown road; along Germantown road to Third; also on Third street, commencing at Oxford; thence along Third to Dauphin; along Dauphin to Emerald; along Emerald to Cumberland; along Cumberland to Richmond street; also on Second street, from York to Lehigh avenue; also on Berks street, from Second to Third street; also on Harrison street, from Frankford road to Front street.

Monthly statement of passengers (all classes) carried in cars for the year, estimated:

January, 1874.....	602,488	August, 1874.....	779,776
February, 1874.....	558,863	September, 1874.....	744,123
March, 1874.....	662,626	October, 1874.....	750,649
April, 1874.....	681,092	November, 1874.....	647,496
May, 1874.....	747,471	December, 1874.....	652,015
June, 1874.....	758,653		
July, 1874.....	772,313	Total.....	8,357,565

PASSENGER RAILROAD REPORT.

717

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of four, sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$18,225 54
Repairs of building.....	665 90
Taxes on real estate	1,957 97
Total	20,849 41

Operating the road :

On account of horses	\$13,776 00
Harness and repairs.....	3,476 38
Repairs to cars.....	21,611 75
Horse shoeing	17,120 19
Hay and feed.....	90,978 74
Office expenses, stationery and depot expenses.....	4,796 59
Salaries.....	13,991 66
Insurance	3,262 19
Watchman, switchmen, hostlers, pay-roll.....	44,612 27
General expenses of stable.....	2,170 66
Conductors and drivers.....	132,473 32
Fluid, fuel, oil and gas.....	1,805 19
Damage for injury of persons.....	302 50
Miscellaneous.....	9,680 84
Total	360,058 28

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources	Nothing.
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RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1874.....	\$39,161 76	\$783 66
February, 1874.....	36,326 08	751 41	.....	.....
March, 1874.....	43,070 74	747 66	.....	.....
April, 1874.....	44,270 97	614 92	.....	.....
May, 1874.....	48,585 60	612 25	.....	.....
June, 1874.....	49,312 50	607 42	.....	.....
July, 1874.....	50,200 34	641 92	.....	.....
August, 1874.....	50,685 45	928 12	.....	.....
September, 1874.....	48,368 02	742 58	.....	.....
October, 1874.....	48,792 20	752 58	.....	.....
November, 1874.....	42,087 20	733 42	.....	.....
December, 1874.....	42,380 93	732 25	.....	.....
Total	543,241 79	8,648 19	\$736 80	\$552,626 78

SUMMARY OF PAYMENTS.

For construction.....	\$27,046 78
For maintaining the road or real estate of the corporation and operating the road.....	380,907 69
For interest.....	7,655 00
For dividends.....	116,824 00
For new passenger cars and horses: In construction ac- count.	
For payments to loan account.....	None.
For miscellaneous	1,855 30
For payments made to surplus fund.....	None.
For municipal taxes	8,617 77
For State taxes.....	5,765 55
Total	<u>548,672 09</u>

ACCIDENTS.

	Injured.
Passengers ..	3
Others	1
Total	<u>4</u>

January 19. Mary Shattler slightly injured by jumping off car at Third and Berks streets.

July. Margaret Kline, slightly injured in getting off car at Second and Callowhill streets.

August. George W. Flomesfelt, Jr., foot injured by one of the wheels passing over it, on Second street below Moore.

October 3. John Kain in getting off the front platform of the car, fell, the wheels passing over his legs, amputation being necessary; he died from the effects of the same about three weeks afterwards.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
Israel Peterson.....	Philadelphia.
John P. Steiner.....	Philadelphia.
Benjamin F. Huddy.....	Philadelphia.
William Anspach.....	Philadelphia.
Andrew J. Holman.....	Philadelphia.
William Eisenbrey	Philadelphia.
M. Hall Stanton.....	Philadelphia.
George M. Freeman.....	Philadelphia.
Joseph H. Dulles	Philadelphia.
Pearson S. Peterson	Philadelphia.
Edwin T. Eisenbrey.....	Philadelphia.
James Simpson.....	Philadelphia.
Alexander M. Fox, President....	2453 Frankford road, Philadelphia.
Charles D. Matlack, Secretary....	2453 Frankford road, Philadelphia.
E. Mitchell Cornell, Treasurer..	2453 Frankford road, Philadelphia.

SEVENTEENTH AND NINETEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Joseph E. Gillingham, president, and David R. Garrison, treasurer, of the Seventeenth and Nineteenth Streets Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President.*

DAVID R. GARRISON, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of January, 1875. }

JAMES J. ALLISON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.	500,000 00
Amount paid in as by last report.....	160,000 00
Total amount now paid in of capital stock: Supposed to be	160,000 00
Funded debt as per last report.....	75,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
2d mortgage bonds, (date of maturity, October, 1878,)	55,000 00
Floating debt as by last report.....	19,515 00
The amount now of floating debt.....	6,577 36
Total amount now of floating and funded debt.....	61,577 36
Rate per cent per annum of interest on funded debt: 2d mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, \$1 per share; July, \$1 per share.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	25 00
Amount paid in on each share: Supposed to be	16 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$129,930 10	\$138,210 05
Equipment	61,726 75	66,763 75
Total cost.....	191,656 85	204,973 80

CHARACTERISTICS OF ROAD.

Length of road laid : About	7½ miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	55 and 43 lbs.
Number of car houses, shops and stables: 2 shops and 2 stables.	
Number of depots.....	2
Number of first class passenger cars.....	38
Average value of each.....	\$700 00
Number of second class passenger cars.....	None.
Number passengers that may be seated in each car.....	20
Number of other cars.....	3 snow plows.
Number of horses owned by the company.....	294
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$113,996 54
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day, about	240
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation? White pine string pieces, and cross-ties on gravel.	
Average time consumed by cars in passing over the road, 1 hour, 13 min.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Ninetcenth street to Norris, to Seventeenth, to Carpenter, to Ninetcenth, to Master street.

Monthly statemnt of passengers (all classes) carried in cars for the year :

January, 1874.....	237,928	August, 1874.....	227,965
February, 1874.....	205,660	September, 1874.....	254,604
March, 1874.....	236,200	October, 1874.....	279,455
April, 1874.....	253,822	November, 1874.....	255,949
May, 1874.....	276,188	December, 1874.....	263,644
June, 1874.....	262,529		
July, 1874.....	242,933	Total.....	2,996,877

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare	7 cents.
Tickets in packages of 4 sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$6,799 32
Repairs of building.....	480 31
Taxes on real estate	1,396 53
Total	<u>8,676 16</u>

Operating the road :

On account of horses	\$7,774 00
Harness and repairs	1,287 33
Repairs to cars.....	8,909 93
Horse shoeing ..	8,561 05
Hay and feed.....	42,889 34
Office expenses, stationery and depot expenses and miscellaneous expenses.....	13,075 93
Salaries.....	3,500 00
Insurance.....	1,522 50
Watchmen, switchmen, hostlers, pay-roll, and general expenses of stable	17,803 47
Conductors and drivers.....	52,035 18
Fluid, fuel, oil and gas.....	1,272 07
Damage for injury of persons.....	360 00
Total	<u>158,990 80</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources..... None.

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1874.....	\$13,196 24	\$203 99	\$5,904 00	\$19,304 23
February, 1874	11,594 95	200 96	4,824 00	16,619 91
March, 1874.....	13,302 66	208 54	5,310 00	18,821 20
April, 1874.....	14,037 06	216 12	5,184 00	19,437 18
May, 1874.....	15,317 76	216 50	5,310 00	20,844 26
June, 1874.....	14,411 70	216 88	5,184 00	19,812 58
July, 1874	13,128 56	215 36	14,364 00	27,707 92
August, 1874.....	12,332 44	.....	5,310 00	17,642 44
September, 1874.....	14,048 33	.....	5,184 00	19,232 33
October, 1874	15,429 41	.....	5,778 00	21,207 41
November, 1874	14,138 27	676 41	5,346 00	20,160 68
December, 1874.....	14,581 70	915 00	5,364 00	20,860 70
Total	165,519 08	3,069 76	73,062 00	241,650 84

SUMMARY OF PAYMENTS.

For construction	\$7,436 27
For maintaining the road or real estate of the corporation, and operating the road.....	167,666 96
For interest.....	4,346 19
For dividends.....	20,102 00
For new passenger cars, horses and equipments.....	5,037 00
For payments to loan account.....	32,937 64
For miscellaneous, and payments made to surplus fund ...	Nothing.
For municipal taxes.....	3,222 04
For State taxes.....	596 08
Total	<u>241,344 18</u>

ACCIDENTS.

	Injured.
Passengers	1
Employees.....	1
Total	<u>2</u>

October 21. Robert F. Hill, a passenger, was slightly injured by car running off the track at Nineteenth and Columbia avenue.

M. V. Weber, a conductor, was slightly injured by being jammed between a car and partition in the depot.

OFFICE OF SEVENTEENTH AND NINETEENTH STS. PASS. R. R. Co.,
NINETEENTH AND MASTER STREETS,
PHILADELPHIA, *January 18, 1875.*

HON. HARRISON ALLEN,

Auditor General.

DEAR SIR: In our report of the amount paid in on our capital stock and upon each share, we say supposed \$16 00 per share or \$160,000.

The original books are not clear on the subject, and we assumed this sum.

A few years after the road was built the parties who furnished material for its construction, not having been paid, obtained judgment and were about selling, when a compromise was made by which the share holders gave up half their stock, and the creditors took it in payment of claims, thus the original stockholders' shares cost them double, or if they had paid \$16 00 on 100 shares and gave up 50, the other 50 shares would stand them in \$32 00 per share.

Under these circumstances, would we not be justified in returning \$32 00 as paid in on each share or \$320,000 on our capital stock?

Our road equipment and real estate has cost us \$318,970 35.

Yours respectfully,

J. E. GILLINGHAM,

President Seventeenth and Nineteenth Street P. R. W. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. F. Hart	Philadelphia.
F. C. Gillingham	Philadelphia.
Richard Torpin, Jr.....	Philadelphia.
R. J. Watson.....	Philadelphia.
Jacob Jones.....	Philadelphia.
Jos. E. Gillingham, President.....	Philadelphia.
David R. Garrison, Secretary and Treasurer.....	Philadelphia.

SOUTH SIDE.

[Formerly Pittsburg and Ormsby.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Abram Garrison, president, and John C. M'Cutcheon, treasurer, of the South Side Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

A. GARRISON, *President.*JOHN C. M'CUTCHEON, *Treasurer.*

Sworn and subscribed before me, this }
8th day of March, 1875. }

E. G. KREHAN, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$65,000 00
Amount of stock subscribed	41,050 00
Amount paid in as by last report.....	First report.
Total amount now paid in of capital stock.....	41,050 00
Funded debt as per last report	First report.
The amount now of funded debt.....	None.
Floating debt as by last report.....	First report.
The amount now of floating debt, including property debt,	21,020 55
Total amount now of floating and funded debt.....	21,020 55
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	821
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share	In full.

COST OF ROAD AND EQUIPMENT.

	By last report of P. and O. R. R. Co.	By present report.
Construction.....	\$51,384 06	\$51,384 06
Equipment	30,467 07	30,467 07
Total cost.....	<u>81,851 13</u>	<u>81,851 13</u>

CHARACTERISTICS OF ROAD.

Length of road laid, (exclusive of Bridge and Fourth avenue)	2.21 miles.
Length of double track, including sidings: All double track.	
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	30 lbs.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars.....	16
Average value of each.....	\$800 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car.....	14
Number of other cars.....	1 salt car.
Number of horses owned by the company.....	64
Average value of each, including harness	\$125 00
Number of mules owned by the company.....	21
Average value of each, including harness.....	\$125 00
Value of real estate held, exclusive of roadway.....	33,273 32
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day	10
How many miles does each two-horse team make daily....	16½ to 22
How is track laid, and on what foundation? Gravel, cross-ties and stringers.	
Average time consumed by cars in passing over the road,	<u>40 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Along Thirtieth to Sarah, down Sarah to Seventeenth; thence to Washington, down Washington to Tenth, down Tenth to bridge over Monongahela, across bridge and down Second avenue to Grant street, up Grant to Fourth avenue, connecting with Central Passenger railroad, down Fourth avenue to Market.

PASSENGER RAILROAD REPORT.

725

Monthly statement of passengers (all classes) carried in cars for the year :

May 8 to June 1, 1874.....	45,940	October, 1874.....	54,322
June, 1874.....	59,044	November, 1874.....	51,578
July, 1874.....	60,145	December, 1874.....	52,444
August, 1874.....	55,058		
September, 1874.....	55,271	Total.....	<u>433,802</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	5 cents.
No tickets used.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$1,434 03
Repairs of building.....	3,613 33
Taxes on real estate.....	305 74
Total.....	<u>5,353 10</u>

Operating the road :

On account of horses.....	\$315 00
Harness and repairs.....	84 51
Repairs to cars.....	416 26
Horse shoeing.....	1,279 36
Hay and feed.....	7,520 93
Office expenses, stationery and depot expenses, including rent on Fourth avenue.....	886 83
Salaries.....	365 75
Insurance.....	312 50
Watchmen, switchmen, hostlers, pay-roll.....	3,450 09
General expenses of stable.....	265 73
Conductors and drivers.....	5,190 39
Fluid, fuel, oil and gas.....	260 00
Damage for injury of persons.....	None.
Total.....	<u>20,347 35</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
May 8 to June 1, 1874....	\$2,297 04	\$2,297 04
June, 1874.....	2,952 20	.....	.....	.....	2,952 20
July, 1874.....	3,007 23	.....	.....	.....	3,007 23
August, 1874.....	2,752 93	.....	.....	.....	2,752 93
September, 1874.....	2,763 55	\$8 00	.....	.....	2,771 55
October, 1874.....	2,716 10	8 00	.....	.....	2,724 10
November, 1874.....	2,578 91	.....	.....	.....	2,578 91
December, 1874.....	2,622 12	7 00	\$25 00	*\$14,633 23	17,287 35
Total.....	21,690 08	23 00	25 00	14,633 23	36,371 31

*Assessments.

SUMMARY OF PAYMENTS.

For construction.....	Nothing.
For maintaining the road or real estate of the corporation, and operating the road.....	\$25,700 45
For interest and discount.....	3,381 83
For dividends, new passenger cars and horses.....	None.
For payments to loan account.....	7,425 00
For miscellaneous.....	310 17
For payments made to surplus fund.....	None.
For municipal taxes.....	220 00
For State taxes.....	None.
Total.....	37,037 45

ACCIDENTS.

	Injured.
Others.....	1

1874.

November 14. Boy named John Ritter, aged 12 years, ran against the horses attached to No. 5 car, and knocked down, car run over right leg, breaking it in two places.

PITTSBURG, March 8, 1875.

HARRISON ALLEN, *Auditor General*:

DEAR SIR:—In answer to request for the facts concerning the sale of the Pittsburg and Ormsby Passenger railroad, would say: That the P. and O. R. R. was sold under a foreclosure of the bondholders for past due interest on the bonds. At date of sale, May 7, 1874, the P. and O. R. R. had \$41,050 of bonds sold, on which there was \$3,193 75 interest past due, and \$15,250 bonds hypothecated in bank to secure a loan of \$7,425, which was past due; also a property debt (bond and mortgage) of \$5,365 48. Before the sale the bondholders met and agreed to bid on the road to save

themselves. The road was cried off, and they bid, \$20,000, which was the highest bid, and they got the road.

On the first day of June, 1874, the bondholders met and organized a new company, under the name of the South Side Passenger railroad company, electing a president and board of six directors, fixed the capital stock, adopted a corporate seal, and done all things necessary according to law; also made an assessment of 40 per cent. on the bonds held by bondholders to pay the debt due in bank, the interest on the bonds, and an instalment due on the property.

Yours, &c.,

WM. J. DALZELL, for
J. C. M'CUTCHEON, *Treasurer*.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
A. Garrison.....	Pittsburg, Pa.
John Adams.....	Pittsburg, Pa.
Joseph Keeling.....	Pittsburg, Pa.
James R. Thornton.....	Pittsburg, Pa.
A. B. Stevenson.....	Pittsburg, Pa.
J. C. M'Cutcheon.....	Pittsburg, Pa.
Wm. C. Aughenbaugh.....	Pittsburg, Pa.
Abram Garrison, President.....	Pittsburg, Pa.
J. C. M'Cutcheon, Secretary and Treasurer.....	Pittsburg, Pa.

STROUDSBURG.

STATE OF PENNSYLVANIA, }
Monroe County, } ss

Personally appeared Jackson Lantz, president, and Thomas A. Bell, treasurer, of the Stroudsburg Passenger railway company, and in due form of law made oath that the statements in the within report, for the year ending December 31, 1874, are true, to the best of their knowledge and belief; and where estimates have been made, the said estimates are as near correct as they could be made,

(Signed)

J. LANTZ, *President*.

THOS. A. BELL, *Treasurer*.

Sworn, affirmed and subscribed before me, }
this 4th day of February, 1875. }

WM. B. BELL, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$20,000 00
Amount of stock subscribed.....	20,000 00

Total amount now paid in of capital stock.....	\$20,000 00
Funded debt as per last report.....	5,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
Bonds, (date of maturity Jan. 1, 1876,).....	5,600 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	5,600 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, February 1, 7 per cent. for 6 months.	
Number of shares of stock issued.....	800
Par value of each share.....	\$25 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$25 00
Amount of capital on which the respective dividends were declared.....	20,000 00

COST OF ROAD AND EQUIPMENT.

By present report.

Construction.....	\$13,338 85
Equipment.....	9,090 87
Total cost.....	22,429 72

CHARACTERISTICS OF ROAD.

Length of road laid.....	About 1 $\frac{3}{4}$ miles.
Length of track, including sidings.....	" 1 $\frac{1}{2}$ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	28 pounds.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	1
Value.....	\$1,000 00
Number of second class passenger cars.....	1
Value.....	\$500 00
Number of passengers that may be seated in each car....	24 and 36
Number of other cars.....	None.
Number of horses owned by the company.....	3
Average value of each, including harness.....	\$200 00
Number of mules owned by the company.....	5
Average value of each, including harness.....	\$175 00
Value of real estate held, exclusive of roadway.....	\$3,000 00

Average weight in pounds of passenger cars, exclusive of passengers and baggage, about.....	3,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	6
Number of trips each day.....	5
How many miles does each two horse team make daily, about.....	16
How is track laid, and on what foundation? Ties.	
Average time consumed by cars in passing over the road, about 15 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Through Main street in Stroudsburg and East Stroudsburg, where we connect with Delaware, Lackawanna and Western railroad.

Monthly statement of passengers (all classes) carried in cars for the year:

January, 1874.....	1,474	August, 1874.....	8,261
February, 1874.....	1,160	September, 1874.....	6,161
March, 1874.....	1,415	October, 1874.....	4,124
April, 1874.....	3,748	November, 1874.....	3,248
May, 1874.....	4,004	December, 1874.....	3,328
June, 1874.....	6,185		
July, 1874.....	8,090	Total.....	51,198

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare	5 cents.
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway.....	\$307 09
Taxes on real estate.....	33 63
Total	340 72

Operating the road:

*On account of horses, harness and repairs, repairs to cars, horse shoeing, hay and feed, office expenses, stationery and depot expenses.....	\$1,160 71
Salaries and wages.....	2,073 25
*Insurance, watchman, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, fluid, fuel, oil, gas and damage for injury of persons.	
Total	3,233 96

*We charge all items of this character to a general expense account.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds, and other sources..... Nothing.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources, hauling freight and coal.	Total.
January, 1874.....	\$183 15	\$4 12	We exchange manure for straw.	\$253 42	\$440 69
February, 1874.....	110 95	4 12		200 64	315 71
March, 1874.....	130 00	4 12		262 05	396 17
April, 1874.....	163 55	4 12		254 25	421 92
May, 1874.....	117 64	4 12		210 53	332 29
June, 1874.....	184 44	4 12		150 67	339 23
July, 1874.....	307 08	4 12		187 66	498 86
August, 1874.....	386 60	4 12		129 88	520 60
September, 1874.....	304 25	4 12		283 31	591 68
October, 1874.....	256 00	4 12		318 45	578 57
November, 1874.....	160 70	4 12		374 44	539 26
December, 1874.....	161 70	4 68		293 60	459 98
Total.....	2,466 06	50 00		2,918 90	5,434 96

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$3,574 68
For interest: \$21 00 paid; \$350 not yet paid, but due.	
For dividend.....	1,400 00
For new passenger cars and horses, payments to loan ac- count, miscellaneous, and payments made to surplus fund.....	None.
For municipal taxes.....	26 94
For State taxes.....	6 69
Total.....	4,974 68

ACCIDENTS.

	Injured.
Others.....	1

Layton Williams, a boy aged about 12 years, attempted to get on the car while in motion, fell under and his leg was run over; the accident was not a serious one, and he has entirely recovered.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Lantz.....	Stroudsburg. }
Thomas A. Bell.....	Stroudsburg. }
J. Lantz, President.....	Stroudsburg.
Thomas A. Bell, Sec'y and Treasurer..	Stroudsburg.

} Own all the stock.

THIRTEENTH AND FIFTEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Thomas W. Ackley, president, and D. Boyer Brown, treasurer, of the Thirteenth and Fifteenth Streets Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

THOS. W. ACKLEY, *President.*

D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1875. }

WM. J. DONALDSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	997,700 00
Amount paid in as by last report.....	334,529 44
Total amount now paid in of capital stock.....	334 529 44
Funded debt as per last report.....	54,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1, 1903,)	70,500 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	70,500 00
Rate per cent. per annum of interest on funded debt : 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, 75 cents per share in June ; \$1 in December.	
Number of shares of stock issued.....	19,954
Par value of each share.....	\$50 00
Average market value during the year.....	25 00
Amount paid in on each share	16 75
Amount of capital on which the respective dividends were declared.....	1,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment : No separate account kept.	<u>\$250,174 58</u>	<u>\$268,860 60</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	10 $\frac{1}{4}$ miles.
Length of double track, including sidings.....	$\frac{1}{2}$ “
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables, (each,)	1
Number of depots.....	1
Number of first class passenger cars.....	24
Average value of each.....	\$600 00
Number of second class passenger cars	11
Average value of each.....	\$300 00
Number of passengers that may be seated in each car....	20
Number of other cars : One-horse cars, 7 ; sweepers, 3 ...	10
Number of horses owned by the company.....	247
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway.....	\$127,965 77
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 $\frac{1}{2}$
Number of trips each day.....	469
How many miles does each two horse team make daily....	21
How is track laid, and on what foundation ? Pine cross-ties and stringers, on gravel.	
Average time consumed by cars in passing over the road :	
One line, 70 minutes ; one 78 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : On Fifteenth street from Carpenter street to Columbia avenue ; on Thirteenth from Norris to Carpenter street ; on Master street from Fifteenth to Ridge avenue ; on Ridge avenue to Columbia avenue ; on Columbia avenue to Thirteenth street ; on North Broad street from Columbia avenue to Norris street ; on Norris street from Broad to Thirteenth ; on Locust street from Thirteenth to Fifteenth streets ; on South Broad street double track from Carpenter to Reed street ; single track with turn-outs from Reed street to Snyder avenue ; on North Broad street single track with turn-outs from Norris street to Germantown junction.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874.....	281,237	August, 1874.....	312,502
February, 1874.....	246,364	September, 1874.....	374,361
March, 1874.....	290,820	October, 1874.....	381,581
April, 1874.....	304,011	November, 1874.....	318,385
May, 1874.....	327,542	December, 1874.....	325,452
June, 1874.....	314,630		
July, 1874.....	280,053	Total.....	<u>3,756,938</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare	7 cents.
Tickets in packages of four sold for	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$12,566 64
Repairs of building.....	None.
Taxes on real estate	1,841 63
Total	<u>14,408 27</u>

Operating the road :

On account of horses.....	\$8,264 50
Harness and repairs	1,548 68
Repairs to cars.....	9,386 87
Horse shoeing and blacksmithing	7,139 12
Hay and feed.....	36,612 04
Office expenses, stationery and depot expenses	33,073 52
Salaries: Included in office expenses.	
Insurance	714 48
Watchmen, switchmen, hostlers, pay-roll, and general expenses of stable: Included in depot expenses.	
Conductors and drivers.....	46,661 90
Fluid, fuel, oil and gas: Included in depot expenses.	
Total	<u>143,401 11</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
From sale of bonds	\$15,092 50
From other sources.....	<u>None.</u>

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Total.
January, 1874.....	\$15,202 23	.....	\$212 40	\$15,414 63
February, 1874.....	13,316 98	.....	.....	13,316 98
March, 1874.....	15,719 93	.....	.....	15,719 93
April, 1874.....	16,432 84	.....	.....	16,432 84
May, 1874.....	17,705 04	.....	195 76	17,900 80
June, 1874.....	17,007 33	.....	1,252 84	17,007 33
July, 1874.....	15,137 59	.....	.....	16,390 46
August, 1874.....	16,891 75	.....	619 75	16,891 75
September, 1874.....	20,233 24	.....	.....	20,852 99
October, 1874.....	20,625 62	.....	207 40	20,833 02
November, 1874.....	17,210 05	.....	204 00	17,414 05
December, 1874.....	17,591 90	\$401 12	204 85	18,197 87
Total.....	203,074 50	401 12	2,897 03	206,372 65

SUMMARY OF PAYMENTS.

For construction.....	\$14,686 02
For maintaining the road or real estate of the corporation, and operating the road.....	157,809 38
For interest.....	4,001 86
For dividends.....	34,919 50
For new passenger cars.....	4,000 00
For payments to loan account, miscellaneous, and payments made to surplus fund.....	None.
For municipal taxes.....	1,381 50
State taxes.....	3,891 03
Total.....	220,689 29

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. J. Megarge.....	Philadelphia.
H. L. Hornberger.....	Philadelphia.
R. Creswell.....	Philadelphia.
John E. Fox.....	Philadelphia.
B. S. Kunkel.....	Philadelphia.
Thomas W. Ackley, President.....	1017 South Broad street.
D. Boyer Brown, Secretary and Treasurer..	1017 South Broad street.

UNION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Wm. V. M'Grath, president, and Chas. Welsh, treasurer, of the Union Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WM. V. M'GRATH, *President.*

CHAS. WELSH, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of February, 1875. }

DAVID BEITLER, *Alderman*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,250,000 00
Amount of stock subscribed	1,250,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock.....	425,000 00
Funded debt as per last report	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds.....	\$300,000 00
Debenture bonds.....	200,000 00
	500,000 00
Floating debt as by last report and amount now of floating debt.....	None.
Ground rent and mortgages on real estate.....	67,500 00
Total amount now of funded debt.....	567,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage bonds, 6 per cent.; debenture, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, 1874, \$4 25 on 20,000 shares, \$85,000 ;	
July, 1874, \$4 on 25,000 shares, \$100,000 ; total.....	185,000 00
Number of shares of stock issued.....	25,000
Par value of each share.....	\$50 00
Average market value during the year.....	75 00
Amount received from stockholders and undivided profits invested in construction.....	734,304 13
Making the amount paid in on each share, and profits retained equal to a payment on each share of.....	29 37

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$573,327 69	\$625,445 24
Equipment	287,928 98	307,205 85
Real estate	300,847 00	369,153 04
	<u>1,162,103 67</u>	<u>1,301,804 13</u>

The funds have been derived from the following sources :

From stockholders	\$425,000 00
Profits undivided	309,304 13
1st mortgage 6 per cent. bonds	300,000 00
Debenture 7 per cent. bonds	200,000 00
Ground rents and mortgages on real estate	67,500 00
Total capital invested	<u>1,301,804 13</u>

CHARACTERISTICS OF ROAD.

Length of road	36 miles.
Length of double track, including sidings	None.
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	43 and 53 lbs.
Number of car houses, shops and stables	5
Number of depots	4
Number of first class passenger cars	96
Average value of each	\$700 00
Number of second class passenger cars	37
Average value of each	\$400 00
Number of passengers that may be seated in each car	20
Number of other cars	9
Number of horses owned by the company	799
Average value of each, including harness	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway	\$369,153 04
Average weight in pounds of passenger cars, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5
Number of trips each day, over	1,000
How many miles does each two-horse team make daily ? An average of about	20
How is track laid, and on what foundation ? White and yellow pine stringers, and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: One line, Fairmount to Navy Yard *via* Brown, Twenty-third, Wallace, Franklin, Seventh, Federal and Front streets; returns *via* Wharton, Ninth, Spring Garden, Twenty-third and Brown streets; one line runs from Richmond to Baltimore depot *via* Thompson, Marlborough, Belgrade, Frankford avenue, Master, Franklin, Seventh, Passyunk avenue, Ellsworth and Broad streets; return *via* Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar and Somerset streets to Richmond; one line runs from Twenty-third and Columbia avenue to Front and Market streets *via* Columbia avenue, Franklin, Seventh, Market street to Front; returns *via* Market, Ninth, Spring Garden, Seventh, Master and Twenty-third streets. One line runs from Seventh and M'Kean streets *via* M'Kean to Ninth, Ellsworth, Twenty-third, Christian, Seventh and M'Kean streets. Also, the Poplar and Spring Garden street line runs from the park on Brown, Twenty-third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-Ninth and Brown streets.

Monthly statement of passengers (all classes) carried in cars for the year:

January, 1874	823,777	August, 1874.....	910,065
February, 1874	724,029	September, 1874.....	925,820
March, 1874.....	831,260	October, 1874.....	932,600
April, 1874.....	844,287	November, 1874.....	827,290
May, 1874.....	954,406	December, 1874.....	862,444
June, 1874.....	958,101		
July, 1874.....	941,498	Total	<u>10,535,577</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	7 cents.
Tickets in packages of four sold for.....	<u>25 “</u>

EXPENSES—RUNNING ACCOUNT FOR 1874.

Receipts:

Passengers, cash.....	\$190,380 60	
Passengers, tickets.....	488,387 25	
Manure.....	7,699 88	
Rent.....	25 00	
	<hr/>	\$686,492 73

Expenditures:

Conductors and drivers.....	\$138,375 79
Wages.....	55,537 73
Blacksmith.....	23,761 81
Horses.....	14,735 50
Expense.....	13,646 56
Repairs to cars.....	20,646 10

Repairs to road	\$30,104 17	
Repairs to real estate	4,695 35	
Corn and bran	75,951 45	
Hay	34,575 56	
Straw	2,770 48	
Light and fuel	4,265 49	
Printing	4,534 73	
Insurance	2,437 70	
Damage	1,987 37	
Salaries	14,000 00	
Taxes	19,313 23	
		<u>\$461,339 02</u>
Net earnings		<u>225,153 71</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources. Nothing.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1874	\$52,711 26				\$52,711 26
February, 1874	46,589 86	\$25 00	\$449 91		41,064 77
March, 1874	53,480 97				53,480 97
April, 1874	54,365 39		823 78		55,189 17
May, 1874	61,510 64		418 01		61,928 65
June, 1874	61,773 91		677 48		62,451 39
July, 1874	60,796 10		832 45		61,628 55
August, 1874	58,768 36				58,768 36
September, 1874	59,672 22		1,102 83		60,775 05
October, 1874	60,027 66		1,094 32		61,121 98
November, 1874	53,257 91		405 34		53,663 25
December, 1874	55,813 57		1,895 76		57,709 33
Total	678,767 85	25 00	7,699 88	\$121,863 50	808,356 23

SUMMARY OF PAYMENTS

For construction, equipment, real estate, maintaining the road or real estate of the corporation, and operating the road	\$107,200 46
For interest	35,750 00
For dividends	185,000 00
For new passenger cars and horses, included in construction.	
For miscellaneous	461,339 62
For municipal taxes, State and United States taxes, in- cluded in miscellaneous expenses.	
Total	<u>789,290 08</u>

ACCIDENTS.

Others	Killed. 3
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July 10, 1874. Thos. Fitzgerald, a news boy in attempting to cross ahead of car while in motion at Ninth and Market streets ; struck the leg of a gentleman crossing in the opposite direction and fell under the car. He subsequently died at the Pennsylvania Hospital.

October 22, 1874. A child named Maley, about 3½ years of age, walked out from the sidewalk at Seventh and Alaska streets and fell under the wheels of the car and was killed

November 21, 1874. Patrick Casey, a boy of about 8 years of age, in attempting to catch hold of the rail of a car, crossing Broad and Wallace streets, slipped and fell under the wheels. He subsequently died at the Pennsylvania Hospital.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob E. Ridgway	Philadelphia.
Wm. H. Kemble.....	Philadelphia.
Ridgway Gibbs.....	Philadelphia.
Chas. Welsh.....	Philadelphia.
M. H. Taggart.....	Litiz, Pa.
Wm. V. M'Grath, President.....	Philadelphia.
Jacob E. Ridgway, Vice President.....	Philadelphia.
Chas. Welsh, Secretary and Treasurer.....	Philadelphia.

UNION STREET.

STATE OF PENNSYLVANIA, }
Warren County, } ss

Personally appeared Geo. R. Wetmore, president, and J. S. Alden, treasurer, of the Union Street Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

GEORGE R. WETMORE, *President.*

J. S. ALDEN, *Treasurer.*

Sworn and subscribed before me, this }
6th day of March, 1875. }

CHAS. DINSMORE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	20,400 00
Amount paid in as by last report.....	17,000 00
Total amount now paid in of capital stock.....	17,000 00
Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as by last report.	None.
The amount now of floating debt, (amount not settled, about.....	550 00
Total amount now of floating and funded debt.....	550 00
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	None.
Par value of each share, nominal.....	\$50 00
Average market value during the year	No record.
Amount paid in on each share.....	\$39 67

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.	\$17,000 00	\$17,000 00

CHARACTERISTICS OF ROAD.

Length of road laid.....	3,000 feet.
Length of double track, including sidings: No double track, except switches.	
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	20 lbs.
Number of car houses, shops and stables: Car house.....	1
Number of depots, and first class passenger cars.....	None.
Number of second class passenger cars.....	2
Average value of each.....	\$600 00
Number of passengers that may be seated in each car....	12
Number of other cars.....	None.
Number of horses owned by the company	3
Average value of each, including harness.....	\$150 00
Number of mules owned by the company, value of real estate held, exclusive of road-way, and average weight in lbs. of passenger cars, exclusive of passengers and baggage	None.
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,).....	No record.
Number of trips each day: According to circumstances.	

How many miles does each two-horse team make daily? No account kept.

How is track laid, and on what foundation? Wood stringers, ties and gravel ballast.

Average time consumed by cars in passing over the road. 15 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From a point in front of S. Water's, deceased, residence, in the borough of Warren, thence up Second street and down Water street to a point opposite Metzgar's hotel. A branch is put in opposite the house of M. B. Dunham, and is laid up Union street to the Dunkirk, Allegheny Valley and Pittsburg railroad.

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare: 5 to 10 cents, according to destination.

Tickets in packages of ten sold for 50 cents.

EXPENSES.

Maintaining and operating the road or real estate of the corporation:

Total amount paid out and owing.....	\$2,152 00
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders and sale of bonds.....	None.
From other sources: Tolls.....	\$1,602 00

RECEIPTS FROM PASSENGERS.

November, 1873.....	\$106 02
December, 1873.....	127 17
January, 1874.....	119 28
February, 1874.....	111 35
March, 1874.....	140 54
April, 1874.....	162 35
May, 1874.....	126 14
June, 1874.....	142 59
July, 1874.....	196 53
August, 1874.....	113 14
September, 1874.....	112 00
October, 1874.....	114 75
Total	1,571 86

WEST PHILADELPHIA

SUMMARY OF PAYMENTS.

For construction	Nothing.
For maintaining the road or real estate of the corporation, and operating the road	\$2,152 00
For interest, dividends, new passenger cars and horses, pay- ments to loan account, miscellaneous, payments made to surplus fund, municipal and State taxes	None.

The railroad does no business (is not run) when there is snow on the ground, but having the horses and employees on hand, we run sleighs and wagons to trains, and the amount taken in through this business is included in the assets, as we have no way of separating the account.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Struthers	Warren, Pa.
M. Waters	Warren, Pa.
J. K. Palmer	Warren, Pa.
S. J. Page	Warren, Pa.
G. R. Wetmore	Warren, Pa.
George R. Wetmore	President.
J. S. Alden	Secretary and Treasurer.

WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared John S. Morton, president, and Samuel P. Huhn, treasurer, of the West Philadelphia Passenger railway company, and in due form of law made affirmation that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed) JOHN S. MORTON, *President.*
SAMUEL P. HUHN, *Treasurer.*

Affirmed and subscribed before me, this }
7th day of November, 1874. }
GEO. E. JOHNSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report	400,000 00
Total amount now paid in of capital stock	400,000 00

PASSENGER RAILROAD REPORT.

4 743

Funded debt as per last report.....	\$100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 1, 1878,)...	100,000 00
Floating debt as by last report and amount now of floating debt	None.
Total amount now of floating and funded debt.....	100,000 00
Rate per cent per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January 13, 1874, \$4 50 per share ; July 14, 1874, \$5 per share.	
Number of shares of stock issued.....	8,000
Par value of each share.....	\$50 00
Average market value during the year.....	120 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	400,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, (this account is not kept separate,)	<u>\$595,848 36</u>	<u>\$609,925 66</u>

CHARACTERISTICS OF ROAD.

Length of road laid	11½ miles.
Length of double track, including sidings.....	4 “
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables: 2 car houses, 4 shops, 4 stables.	
Number of depots.....	1
Number of first class passenger cars, (average number used, 62,)	72
Average value of each.....	\$1,000 00
Number of second class passenger cars	5
Average value of each.....	\$250 00
Number of passengers that may be seated in each car....	22
Number of other cars: 4 track sweepers, 2 track cleaners, 1 truck.	
Number of horses owned by the company.....	503
Average value of each, including harness.....	\$150 00

Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	241,166 48
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day: City line, each car, 9; rural section, 12.	
How many miles does each two horse team make daily ...	20
How is track laid, and on what foundation? On string pieces and cross-ties, gravel foundation.	
Average time consumed by cars in passing over the road:	
City line, each car, 78 minutes per trip; rural section, each car, 53 minutes.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Route—Front and Market street to Haddington and *vice versa*; occupying Market street, from Front street to Forty-first, Forty-first street, from Market to Haverford, and Haverford and Vine streets to Haddington.

Monthly statement of passengers (all classes) carried in cars for the year:

November, 1873.....	651,986	June, 1874.....	682,907
December, 1873.....	673,667	July, 1874.....	647,210
January, 1874.....	604,765	August, 1874.....	644,907
February, 1874.....	533,456	September, 1874.....	658,715
March, 1874.....	629,452	October, 1874.....	745,367
April, 1874.....	642,374		
May, 1874.....	717,238	Total.....	7,832,044

THE RATE OF FARE FOR PASSENGERS CHARGED.

For adults, between depot and Front and Market streets ..	7 cents.
For children, between depot and Front and Market streets,	4 "
For adults, on rural section, (west of Forty-first street,) to Haddington.....	7 "
For children, on rural section, (west of Forty-first street,) to Haddington.....	4 "

Tickets sold by conductors, coupon only, four for twenty-five cents, good on any city railway.

Exchange tickets, nine cents, good on the Tenth and Eleventh, Twelfth and Sixteenth, Thirteenth and Fifteenth, Seventeenth and Nineteenth Streets railways, and to Fairmount Park or Gray's Ferry bridge *via* Twenty-third Street railway.

Transfer tickets, 9 cents, good between Front and Market streets and Haddington.

PASSENGER RAILROAD REPORT.

745

Fare for passengers on cars connecting with trains arriving after midnight, ten cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway, labor and material, including material on hand.....	\$25,513 55
Repairs of building, labor and material, including material on hand.....	2,142 42
Taxes on real estate	2,873 20
Total.....	<u>30,529 17</u>

Operating the road :

On account of horses	\$11,750 10
Harness and repairs, labor and material, including material on hand.....	3,142 27
Repairs to cars, labor and material, including material on hand.....	15,457 11
Horse shoeing, labor and material, including material on hand.....	14,966 34
Hay and feed, including amount on hand.....	63,917 39
Office expenses, stationery and depot expenses, including dispatchers and receivers, salaries, ticket clerks, watchmen and janitor, engineer and fireman, and expense of engine and mill, and expense of patent alarm punch....	39,706 53
Insurance	2,300 00
Smith shop jobbing department.....	1,547 24
General expenses of stable, including pay of hostlers, and the cost of medicine and straw, with the amount on hand	39,908 01
Conductors and drivers	101,903 72
Fluid, fuel, oil and gas, including coal and oil on hand....	4,878 89
Damage for injury of persons.....	155 00
Total	<u>299,632 60</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, and sale of bonds.,.....	None.
From other sources	<u>\$1,236 20</u>

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1873.....	\$35,737 49	.....	.....	.....	.....
December, 1873.....	37,320 75	.....	.....	.....	.....
January, 1874.....	34,122 22	.....	.....	.....	.....
February, 1874.....	30,186 71	.....	.....	.....	.....
March, 1874.....	35,757 19	.....	.....	.....	.....
April, 1874.....	36,374 38	.....	.....	.....	.....
May, 1874.....	39,970 26	.....	.....	.....	.....
June, 1874.....	38,421 05	.....	.....	.....	.....
July, 1874.....	36,056 72	.....	.....	.....	.....
August, 1874.....	35,900 80	.....	.....	.....	.....
September, 1874.....	36,818 61	.....	.....	.....	.....
October, 1874.....	42,089 25	.....	.....	.....	.....
Total.....	438,755 43	\$1,121 62	\$3,387 50	\$5,601 24	\$448,865 79

SUMMARY OF PAYMENTS.

For construction	\$15,313 50
For maintaining the road or real estate of the corporation, and operating the road.....	330,161 77
For interest.....	7,000 00
For dividends.....	75,996 50
For new passenger cars and horses.....	None.
For ground rent.....	607 00
For miscellaneous.....	5,254 70
For municipal taxes, (exclusive of taxes on real estate,*)	6,408 41
For State taxes	4,597 56
Total	445,339 44
Total amount of surplus fund, to the credit of the commissioners of the sinking fund.....	\$16,524 43

ACCIDENTS.

None.

*The taxes on real estate are given in "maintaining the road and real estate."

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Morton.....	No. 1914 Arch st., Phila.
John F. Gross.....	Sixty-sixth and Hamilton sts., Phila.
Samuel Baugh.....	No. 2025 Chestnut st., Phila.
Jas. G. Hardie.....	No. 633 Market st., Phila.
Benj. Griffith.....	No. 1503 North Seventh st., Phila.
W. M. Wright.....	No. 622 North Eighteenth st., Phila.
James Rhoads.....	Seventy-second and Haverford sts.
Wm. J. Swain.....	Third and Chestnut sts., Phila.
Stephen Paullin.....	No. 111 Market st., Phila.
John S. Morton, President.....	No. 1914 Arch st., Phila.
B. F. Stokes, Secretary.....	No. 4056 Aspin st., Phila.
Saml. P. Huhn, Treasurer.....	No. 3726 Baring st., Phila.
M. English, General Supt.....	No. 36 North Fortieth st., Phila.
James T. Gorman, Assistant Supt...	No. 4052 Haverford st., Phila.

WILKESBARRE AND KINGSTON.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared William J. Harvey, president, and A. J. Davis, treasurer, of the Wilkesbarre and Kingston Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) WILLIAM J. HARVEY, *President.*
A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me, this }
11th day of January, 1875. }

A. H. KETCHAM, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt as per last report, the amount now of funded debt, floating debt as by last report, the amount now of floating debt, and total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January 15, 1874, 4 per cent.; July 20, 1874, 5 per cent.	

Number of shares of stock issued.....	2,000
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$81,088 51	\$81,088 51
Equipment	13,744 86	13,744 86
Total cost.....	<u>94,833 37</u>	<u>94,833 37</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	2,000 feet.
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	45 and 30 lbs.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	4
Average value of each.....	\$700 00
Number of second class passenger cars.....	2
Average value of each.....	\$600 00
Number of passengers that may be seated in each car.....	30 and 16
Number of other cars, and number of mules owned by the company	None.
Number of horses owned by the company,.....	16
Average value of each, including harness.....	\$125 00
Value of real estate held, exclusive of roadway.....	10,000 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage	3,500
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,).....	6
Number of trips each day.....	66
How many miles does each two-horse team make daily?	25
How is track laid, and on what foundation? Oak stringers and cross-ties.	
Average time consumed by cars in passing over the road,	<u>20 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting at depot of Lackawanna and

Bloomsburg railroad, at Kingston, through Willow street to public highway; thence by side of public highway to Wilkesbarre, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market and Northampton streets to the depots of the Lehigh and Susquehanna and Lehigh Valley railroads; also, from the public square down Main street, through South Wilkesbarre, to the canal bridge and depots.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1874.....	25,300	August, 1874.....	29,600
February, 1874.....	20,700	September, 1874.....	31,700
March, 1874.....	24,100	October, 1874.....	27,500
April, 1874.....	26,500	November, 1874.....	24,400
May, 1874.....	26,200	December, 1874.....	29,100
June, 1874.....	27,100		
July, 1874.....	31,100	Total.....	<u>323,300</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	10 and 7 cents.
Tickets in packages of 11 and 20 sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$1,000 00
Taxes on real estate.....	125 00
Total.....	<u>1,125 00</u>

Operating the road :

On account of horses.....	\$600 00
Harness and repairs.....	140 00
Horse shoeing.....	375 00
Hay and feed.....	4,138 00
Office expenses, stationery and depot expenses.....	600 00
Salaries.....	1,800 00
Insurance.....	125 00
Watchmen, switchmen, hostlers, pay-roll.....	925 00
General expenses of stable.....	100 00
Conductors and drivers.....	3,277 00
Fluid, fuel, oil and gas.....	135 00
Total.....	<u>12,215 00</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	<u>None.</u>
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RECEIPTS.

MONTHS.	From passengers.	Other sources	Total.
January, 1874.....	\$2,021 50
February, 1874.....	1,580 00	.....	.....
March, 1874.....	1,875 25	.....	.....
April, 1874.....	2,177 50	.....	.....
May, 1874.....	1,960 50	.....	.....
June, 1874.....	2,140 00	.....	.....
July, 1874.....	2,360 75	.....	.....
August, 1874.....	2,275 25	.....	.....
September, 1874.....	2,362 50	.....	.....
October, 1874.....	2,170 75	.....	.....
November, 1874.....	1,975 50	.....	.....
December, 1874.....	2,380 00	.....	.....
Total.....	25,279 50	\$646 01	\$25,925 51

SUMMARY OF PAYMENTS.

For construction	Nothing.
For maintaining the road or real estate of the corporation, and operating the road.....	\$13,340 00
For interest, new passenger cars and horses, payments to loan account, and municipal taxes.....	None.
For dividends.....	9,000 00
For miscellaneous.....	1,635 51
For payments made to surplus fund	1,300 00
For State taxes	650 00
Total	25,925 51
Total amount of surplus fund.....	\$5,920 60

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. J. Harvey.....	Wilkesbarre.
J. B. Smith	Kingston.
J. C. Phelps.....	Wilkesbarre.
W. S. Hillard.....	Wilkesbarre.
E. P. Darling.....	Wilkesbarre.
H. H. Harvey.....	Wilkesbarre.
John Espy	Wilkesbarre.
R. J. Fleck.....	Wilkesbarre.
W. J. Harvey, President....	Wilkesbarre.
A. J. Davis, Secretary and Treasurer	Wilkesbarre.

WILLIAMSPORT.

STATE OF PENNSYLVANIA, } ss:
Lycoming County,

Personally appeared Peter Herdic, president, and H. Hinckley, treasurer, of the Williamsport Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

P. HERDIC, *President,*

H. HINCKLEY, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875 }

JOHN ENTERMARKS, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	40,600 00
Amount paid in as by last report.....	40,600 00
Total amount now paid in of capital stock.....	40,600 00
Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as by last report	1,441 48
The amount now of floating debt.....	1,419 12
Total amount now of floating and funded debt.....	1,419 12
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued	1,624
Par value of each share.....	\$25 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction..	\$28,806 50	\$29,158 73
Equipment.....	12,908 85	13,159 47
Total cost.....	<u>41,715 35</u>	<u>42,318 20</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles 794 ft.
Length of double track, including sidings.....	500 ft.
Gauge of road.....	4 ft. 8½ in.

Weight of rail per yard on main track.....	16 pounds.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	None.
Number of second class passenger cars, (one-horse cars,)..	5
Average value of each.....	\$700 00
Number of passengers that may be seated in each car	16
Number of other cars, two-horse, (out of use,).....	4
Number of horses owned by the company.....	16
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	1
Average value of each, including harness.....	\$175 00
Value of real estate held, exclusive of roadway.....	None owned.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	2,830
How is track laid, and on what foundation? Trail, on oak ribbons, in Nicholson pavement.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commencing on East Third street at Railroad street; thence up Third to Pine street; thence up Pine to Fourth street; thence up Fourth to intersection of P. and E. R. R. with a branch at Herdic street, connecting with the depot of P. and E. railroad company.

Monthly statement of passengers (all classes) carried in cars for the year :

November, 1873.....	19,793	June, 1874.....	27,050
December, 1873.....	19,587	July, 1874.....	29,739
January, 1874.....	18,329	August, 1874.....	27,643
February, 1874.....	13,675	September, 1874.....	26,706
March, 1874.....	18,184	October, 1874.....	21,822
April, 1874.....	20,763		
May, 1874.....	23,523	Total.....	271,798

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare.....	5 cents.
Tickets in packages of 20 sold for.....	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway	\$73 36
---------------------------------------	---------

Operating the road :

Harness and repairs.....	\$14 45
Repairs to cars.....	582 98
Horse shoeing	398 50
Hay and feed	2,495 10

PASSENGER RAILROAD REPORT.

753

Office expenses, stationery and depot expenses.....	\$60 75
Salaries	750 00
General expenses of stable.....	1,937 97
Conductors and drivers.....	2,589 45
Total	<u>8,829 20</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	Nothing.
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RECEIPTS FROM PASSENGERS.

November, 1873.....	\$989 66
December, 1873.....	979 35
January, 1874	916 49
February, 1874.....	683 74
March, 1874.....	909 22
April, 1874.....	1,038 14
May, 1874.....	1,176 15
June, 1874.....	1,352 51
July, 1874.....	1,486 96
August, 1874.....	1,382 17
September, 1874.....	1,335 29
October, 1874.....	1,091 10
Total	<u>13,340 78</u>

SUMMARY OF PAYMENTS.

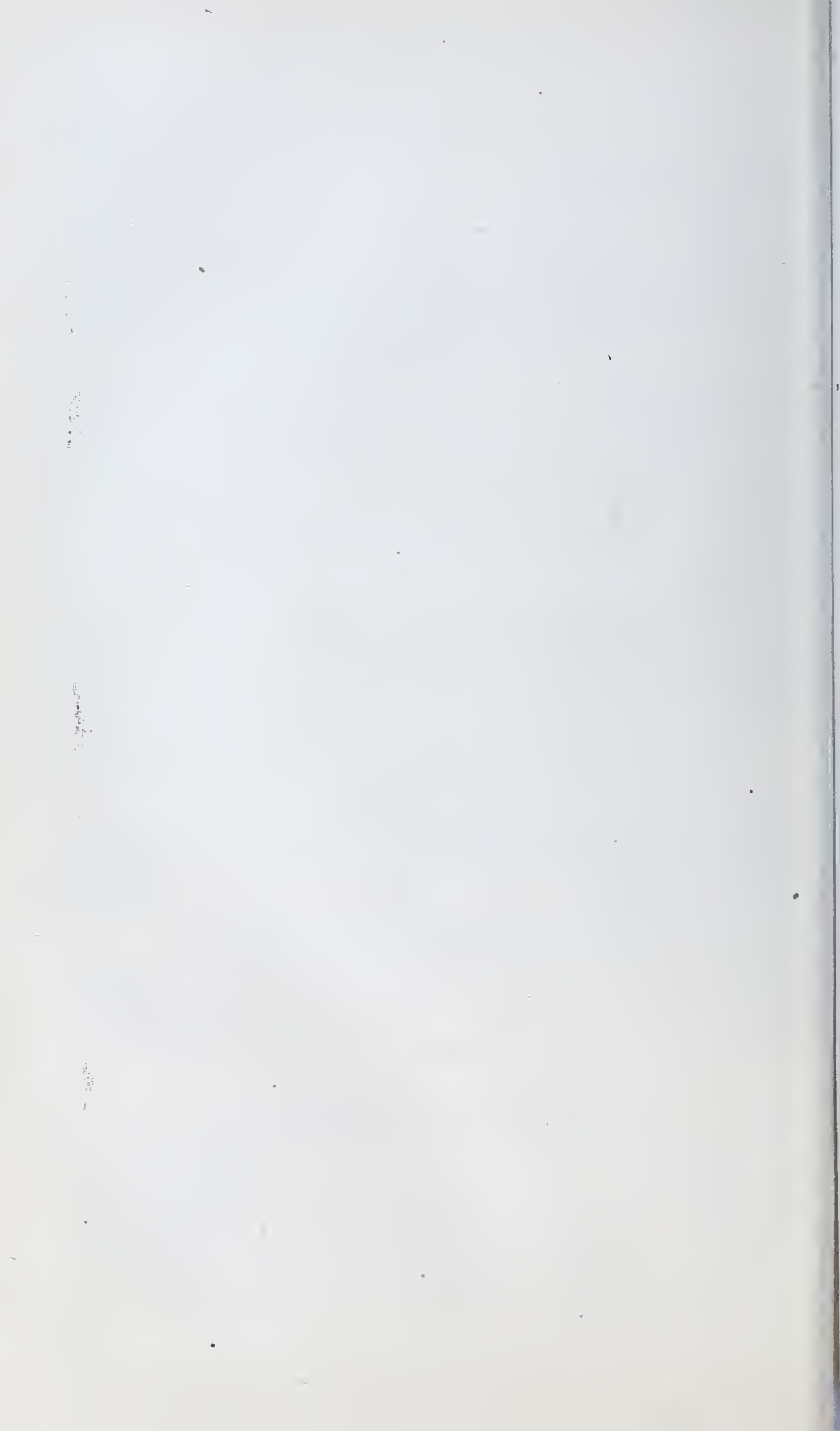
For construction	\$352 23
For maintaining the road or real estate of the corporation and operating the road.....	8,902 56
For interest, dividends, new passenger cars and horses, payments to loan account, miscellaneous, payments made to surplus fund, municipal and State taxes.....	None.
Total	<u>9,254 79</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Herdic.....	Williamsport, Pa.
Mahlon Fisher.....	Williamsport, Pa.
H. E. Taylor.....	Williamsport, Pa.
H. J. Perkins.....	Grand Rapids, Mich.
H. Hinckley.....	Williamsport, Pa.
Peter Herdic, President.....	Williamsport, Pa.
H. Hinckley, Secretary and Treasurer.....	Williamsport, Pa.



CANAL REPORTS.

CANAL REPORTS.

DELAWARE AND HUDSON.

STATE OF NEW YORK, }
New York County, } ss :

Personally appeared Thomas Dickson, president, and James C. Hartt, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

THOS. DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
30th day of January, 1875. }

JOHN A. PATTISON,

Commissioner for the State of Pennsylvania.

STOCK AND DEBT.

Capital stock an authorized by law	Unlimited.
Amount of stock subscribed, for canal and railroad combined.....	\$20,000,000 00
Total amount paid in of capital stock, for canal and railroad combined	20,000,000 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
Debenture bonds, (date of maturity, 1878,)	\$817,000 00
1st mortgage bonds, (date of maturity, 1877,).....	1,362,000 00
1st mortgage bonds, (date of maturity, 1884,)	3,500,000 00
1st mortgage bonds, (date of maturity, 1891,)	4,867,000 00
1st mortgage bonds, (date of maturity, 1894,)	1,831,000 00
	<hr/> 12,377,000 00

The amount of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt, 1st mortgage, and debenture bonds, and bonds of 1894.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, February and August, each.....	5 per cent.
Number of shares of stock issued.....	200,000
Par value of each share.....	\$100 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$100 00
Amount of capital on which the respective dividends were declared: February 1, \$19,151,800 00; August 1, \$19,423,500 00.	

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures.....	\$6,339,210 49
Cost of canal boats.....	504,700 27
Total	<hr/> 6,843,910 76 <hr/>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Penn'a, to Eddyville, N. Y.....	108 miles.
Length of main line of canal in Pennsylvania.....	25 "
Number of branch canals and canals leased by the company,	None.
Width of canal at top water line, about.....	48 feet.
Width of canal on bottom, minimum	30 "
Depth of water.....	6 "
Length and breadth of locks, 100 feet between gates, 15 feet wide, 6 ascending 15 $\frac{3}{4}$ feet wide.	
Number of basins, about $\frac{1}{8}$ of the whole length of canal.	
Number of lock houses, 92; store houses, 13; other houses, 30; total.....	135
Number of locks: Lift, 107; stop, 21; guard, 3; weigh, 2; total.....	133
Number of waste-ways.....	110
Number of over-flows, (except over tops waste gates) only	1
Number of lineal feet of over-flows, (except over tops waste gates).....	30
Number of bridges: 51 highway, 67 farm and 18 lock crossings; total.....	136

CANAL REPORT.

759

Number of culverts, including wood and stone trunk as well as arched	31
Number of dams : 22 reservoir and 18 feeder dams ; total,	40
Number of aqueducts : 4 wire suspension and 18 wood trunk ; total.....	22
Number of lineal feet of aqueduct superstructure, about..	1,900
Number of miles of slack-water, (creek or eddys pond,) about	3 miles.
Number of boats owned by the company, (owned in part by the company,).....	1,000
Number of boats owned and run by private parties.....	145
Average tonnage of boats.....	127½
Navigation opened : Partly April 1st ; fully April 6th.	
Navigation closed : November 29th.	
Feet of lockage on main line of canal : 1,028, excluding 58 feet ascending to summit.	
Value of real estate held by the company, exclusive of canal, and used for reservoir purposes.....	\$52,562 83
Are the locks of wood, cut stone or composte ?	Both.
Give the number of each kind : 12 cut stone and 94 composite lift, 1 stone, 2 composite guard and 2 stone weighlocks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal : Not separately returned.	
Gross amount of tonnage for the year, including branches and leased canals, (net tons,)	1,707,143

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber, including wood and shingles.....	42,831	Agricultural products.....	3,687
Anthracite coal	1,484,023	Manufactures and merchandise,	17,644
Bituminous coal	1,167	Cement and cement stone.....	118,199
Pig iron.....	2,097	Other articles	85
Railroad iron and sundries. ...	2,500	Total.....	1,707,143
Lime and limestone and other stone	34,910		

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

	Per mile.	60 miles.	108 miles.
For lumber, per 1,000 feet board measure, (hemlock,) or for 1st class	1 $\frac{3}{4}$ cts.	60 cts.	\$1 20.
For lumber, per 1,000 feet board measure, (pine and other lumber,) or for 2d class,	2 “	\$1 20	1 25.
Shingles, per 1,000, or for 3d class	$\frac{3}{4}$ “	35	50.
Anthracite coal, per ton, (except special contract,) or for 4th class	1 $\frac{1}{2}$ “	.....	.....
Bituminous coal, per ton, or for 5th class,	1 “	50	60.

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts, boats and flats, bridges, canal-bed and banks, clerks, culverts, dams, ferries, horses and horse keep, houses and repair shops, incidentals, locks, office ex- penses, rents, furniture, repairs of buildings, slope and vertical walls, stationery and printing, steamboats and dredge boats, superintendence and engineering, taxes on real estate, tools and tool repairs, waste weirs and sluices, watchmen and wharfing.	\$189,470 90.
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Operating the canal:

Collectors and weighmasters, clerks, drawbacks and over- charges, ferries, (labor at,) incidentals, labor, lock-keep- ers, office expenses, rents and furniture, stationery and printing and superintendence.	116,626 52
Total	306,097 42

RECEIPTS.

Canal used almost exclusively in transporting the coal of the company, and the receipts given are from miscella- neous sources.	\$66,593 86.
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SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.	\$306,097 42.
For dividends.	1,928,765 00.
For interest.	771,733 02
For surplus funds.	None.
For municipal and State taxes, which includes coal tax.	240,118 45
For United States taxes.	4,115 86
Total	3,250,829 75

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Dickson	Scranton, Pa., and 71 Broadway, N. Y.
Abiel A. Low	New York.
Robert L. Kennedy	New York.
James M. Halsted	New York.
LeGrand B. Cannon	New York.
James R. Taylor	New York.
John J. Astor	New York.
W. J. Hoppen	New York.
J. Pierpont Morgan	New York.
George Cabot Ward	New York.
R. M. Olyphant	New York.
Thomas Cornell	Rondout, N. Y.
Thomas Dickson, President	Scranton, Pa., and 71 Broadway, N. Y.
G. L. Haight, Secretary	71 Broadway, N. Y.
J. C. Hartt, Treasurer	71 Broadway, N. Y.
A. M. Atkinson, Superintendent...	Honesdale, Pa.
Coe F. Young, General Manager...	Honesdale, Pa.

DELAWARE DIVISION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division canal company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*

E. G. GILES, *Treasurer*

Affirmed and subscribed before me, this }
 20th day of January, 1875. }

JOHN RODGERS, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,400,000 00
Amount of stock subscribed	1,633,350 00
Total amount paid in of capital stock	1,633,350 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1878.)...	800,000 00
The amount of floating debt	None.
Total amount now of floating and funded debt	800,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.

Date and rate per cent, per annum of dividend or dividends :

Cash, February and August 15, each 4 per cent.

Number of shares of stock issued.....	32,667
Par value of each share.....	\$50 00
Average market value during the year, about.....	50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	1,633,350 00

COST OF CANAL AND FIXTURES.

Total cost.....	\$2,433,350 00
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CHARACTERISTICS OF CANAL

Length of main line of canal, from Easton, Pa., to Bristol, Pa.,	60 miles.
Length of main line of canal in Pennsylvania.....	60 “
Number of branch canals, and canals leased by the company,	None.
Width of canal at top water line.....	44 feet.
Width of canal on bottom.....	26 “
Depth of water.....	6 “
Length and breadth of locks: 90 feet long; some 11 and some 22 feet wide.	
Number of lock houses, 24; store houses, none; other houses, none; total.....	24
Number of locks: Lift, 24; stop, 8; weigh, 1; total.....	33
Number of waste-ways.....	18
Number of over-flows.....	12
Number of lineal feet of over-flows.....	1,500
Number of bridges.....	88
Number of culverts.....	No record.
Number of dams.....	2
Number of aqueducts.....	10
Number of lineal feet of aqueduct superstructure.....	641
Number of miles of slack-water.....	None.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties, about,	1,000
Average tonnage of boats.....	95
Navigation opened: About the 24th of March.	
Navigation closed: About the 15th of December.	
Feet of lockage on main line of canal.....	165 ⁵⁵ ₁₀₀
Value of real estate held by the company, exclusive of canal: Estimated at \$5,000.	
Are the locks of wood, cut stone or composite? Give the number of each kind: Various.	

Maintaining and operating the canal, for dividends, interest, tax on capital stock and tonnage, United States tax and other payments: Paid by the Lehigh Coal and Navigation company.

For dividends, \$130,668 00; for interest, \$48,000 00; for surplus fund, municipal taxes, State taxes, United States taxes and for other payments: All paid by the Lehigh Coal and Navigation company.

The Delaware Division canal having been leased to the Lehigh Coal and Navigation company for 99 years from April 1, 1866, at a stipulated rent per annum, we cannot give the tonnage, rate of tolls, or receipts and expenditures, these items being entirely under the control of said lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. W. Woolston.....	Philadelphia.
L. V. Williamson.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
J. G. Fell.....	Philadelphia.
A. E. Borie.....	Philadelphia.
J. B. Moorhead.....	Philadelphia.
E. W. Clark.....	Philadelphia.
S. Fisher Corlies.....	Philadelphia.
Edward Roberts, Jr.....	Philadelphia.
J. W. Woolston, President.....	Philadelphia.
E. G. Giles, Secretary and Treasurer.....	Philadelphia.

LEHIGH COAL AND NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh Coal and Navigation company, and in due form of law made oath, that the statements in the within report, for the financial year ending 31st December, 1874, are true to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of February, 1875. }

CHARLES GIBBONS, Jr., *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Not limited.
Amount of stock subscribed.....	\$9,949,900 00
Total amount paid in of capital stock.....	9,949,900 00

Total amount of funded debt, (classified and date of maturity,) as follows :

Bonds, (date of maturity, 1877,).....	\$762,779 18
Convertible bonds, (date of maturity, 1882,).....	132,550 00
Mortgage bonds, (date of maturity, 1884,).....	5,441,840 84
Greenwood mortgage bonds, (date of maturity, 1892,).....	770,000 00
Gold mortgage bonds, (date of maturity, 1897,).....	4,757,000 00
Mortgage bonds, (date of maturity, 1897,).....	2,000,000 00
Mortgage bonds, (date of maturity, 1911').....	66,000 00
Little Schuylkill railroad bonds.....	140,000 00
	<hr/> \$14,070,170 02
The amount of floating debt.....	1,000,000 00
Total amount now of floating and funded debt.....	15,070,170 02
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash.....	8 per cent.
Number of shares of stock issued.....	198,998
Par value of each share.....	\$50 00
Average market value during the year.....	45 50
Amount paid in on each share.....	50 00
Average amount of capital on which the respective dividends were declared.....	<hr/> 9,763,383 33 <hr/>

COST OF CANAL AND FIXTURES

Cost of canal and fixtures.....	\$4,455,000 00
Re-valued in 1872, at.....	<hr/> 3,000,000 00 <hr/>

CHARACTERISTICS OF CANAL

Length of main line of canal, from Easton to Coal Port....	48 miles.
Length of main line of canal in Pennsylvania.....	48 "
Number of branch canals.....	None.
Canals leased by the company, viz: Delaware Division canal.	
Width of canal at top water line.....	60 to 100 ft.
Width of canal on bottom: 45 feet and upwards.	
Depth of water.....	6 feet.
Length and breadth of locks: 102 feet long, 22 feet wide.	
Number of basins.....	5

CANAL REPORT.

765

Number of lock-houses : Store and other houses.....	46
Number of locks: Lift, 52; stop, none; guard, none; weigh, 1; total.....	53
Number of waste-ways, over-flows and lineal feet of over- flows.....	None.
Number of bridges.....	14
Number of culverts.....	None.
Number of dams.....	9
Number of aqueducts.....	3
Number of miles of slack-water: 36 miles canal, and 12 miles pool.	
Number of boats owned by the company.....	186
Number of boats owned and run by private parties.....	900
Average tonnage of boats.....	96 tons.
Navigation opened.....	Mar. 25, 1874.
Navigation closed.....	Dec. 5, 1874.
Feet of lockage on main line of canal.....	375
Value of real estate held by the company, exclusive of canal, but on its line.....	\$200,000 00
Are the locks of wood, cut stone or composite? Mostly of stone lined with wood.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight, and gross amount of tonnage for the year on main canal, including branches and leased canals.....	1,179,280 $\frac{1502}{2000}$
--	-------------------------------

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber.....	47,814 $\frac{1809}{2000}$
Anthracite coal.....	888,555 $\frac{832}{2000}$
Bituminous coal.....	4,449 $\frac{512}{2000}$
Pig iron.....	12,458 $\frac{640}{2000}$
Other iron or castings.....	234 $\frac{1672}{2000}$
Iron and other ores.....	51,774 $\frac{704}{2000}$
Lime and limestone.....	115,954 $\frac{1440}{2000}$
Agricultural products.....	12,178 $\frac{175}{2000}$
Manufactures and merchandise.....	6,601 $\frac{288}{2000}$
Other articles.....	39,259 $\frac{730}{2000}$
Total.....	1,179,280 $\frac{1502}{2000}$

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS :

For lumber, per 1,000 feet board measure, (hemlock,) or for 1st class.....	1 cent.
For lumber, per 1,000 feet board measure, (pine and other lumber,) or for 2d class.....	1½ "
Shingles, per 1,000, or for 3d class	4 mills.
Anthracite coal, per ton, or for 4th class	1 to 1½ cents.
Bituminous coal, per ton, or for 5th class.....	8 mills.

EXPENSES.

Maintaining the canal or real estate of the corporation, including the Delaware Division canal:

Aqueducts.....	\$1,662 71
Flats and dredge boats.....	2,861 57
Bridges.....	5,867 71
Canal bed and banks.....	88,317 42
Dams and cribs	4,774 55
Locks and lock houses.....	15,868 78
Repairs of shipping pockets.....	7,738 70
Superintendence and engineering.....	3,502 95
Tools and tool repairs.....	477 93
Waste weirs and sluices.....	1,476 90
Dredging.....	4,098 95
Total	<u>136,648 17</u>

Operating the canal:

Collectors, weighmasters and lock tenders.....	\$28,552 52
Incidentals	461 34
Shipping coal.....	36,080 86
Office expenses, rents and furniture.....	542 65
Superintendence	262 30
Total	<u>65,899 67</u>

RECEIPTS.

From tolls on coal.....	\$552,642 19
From tolls on lumber and iron.....	None.
From tolls on miscellaneous freight.....	40,640 40
From lockages and boat toll.....	None.
From other sources, rents, &c.....	16,477 03
Total.....	<u>609,759 62</u>

SUMMARY OF EXPENSES.

For maintaining the canal or real estate of the corporation, and operating the road.....	\$202,547 84
For dividends.....	585,803 00
For interest	827,218 75
For surplus fund	None.
For municipal and State taxes.....	50,190 87
For other payments.....	69,025 85
Total	<u>1,734,786 31</u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. R. Cope.....	Philadelphia.
F. C. Yarnall	Philadelphia.
P. C. Garrett.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
George Whitney.....	Philadelphia.
F. Hazard.....	Philadelphia.
Jas. M. Willcox.....	Philadelphia.
Alex. Biddle.....	Philadelphia.
Fisher Hazard.....	Mauch Chunk.
Charles Parrish	Wilkesbarre.
John Leisenring.....	Mauch Chunk.
Samuel Thomas.....	Hokendauqua.
E. W. Clark.....	President.
S. Shepherd.....	Secretary and Treasurer.

MONONGAHELA NAVIGATION.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared J. K. Moorhead, president, and William Bakewell, treasurer, of the Monongahela navigation company, and in due form of law made oath that the statements in the within report, for the financial year ending January 13, 1875, are true, to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President.*W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, 1875. }

T. B. KERR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, and amount of stock subscribed : Total capital stock is 20,086 shares, of \$50 each, amounting to.....		\$1,004,300 00
Total amount paid in of capital stock.....		None unpaid.
Total amount of funded debt, (classified and date of maturity,) as follows :		
103 1st mortgage bonds, \$1,000 each, (date of maturity, July 1, 1887,).....		\$103,000 00
14 bonds, \$500 each, (date of maturity, July 1, 1875,).....		7,000 00
		<hr/>
		\$110,000 00
\$5,500 of bonds are held by the company and no interest paid thereon.		
The amount of floating debt		5,773 17
Total amount now of floating and funded debt, exclusive of bonds held by the company.....		110,273 17
Average rate per cent. per annum of interest on funded debt : 1st mortgage, 6 per cent.; other bonds, 6 per cent.		
Date and rate per cent. per annum of dividend or dividends : Stock, none ; cash, January, 1874, 4 per cent. ; July, 1874, 6 per cent.		
Number of shares of stock issued		20,086
Par value of each share.....		\$50 00
Average market value during the year.....		Par.
Amount paid in on each share : Nothing due on stock.		
Amount of capital on which the respective dividends were declared : January and July, 1874.....		
		\$1,004,300 00

COST OF CANAL AND FIXTURES.

Total construction account to January 1, 1871.....	\$1,115,452 00
Expended for construction since January 1, 1871.....	36,452 00
Total	<hr/> 1,151,904 00 <hr/>

CHARACTERISTICS OF CANAL.

Length of slackwater, from Pittsburg to New Geneva, (varying according to stage of water,).....	83 to 85 miles.
Length of main line of canal in Pennsylvania : All in this State.	
Number of branch canals, and canals leased by the company,	None.

Width of canal at top water line and bottom : Not a canal, river only.

Depth of water : On lock sills 4 feet at low water ; channel of river varies much.

Length and breadth of locks : 6 are 190x50 feet in chamber ; 2 are 250x56 feet in chamber.

Number of pools : No. 1, 10 miles ; No. 2, 14 miles ; No. 3, 15 miles ; No. 4, 18 miles ; No. 5, 10 miles ; No. 6, 16 miles..... 6

Number of houses : 6 lock houses, 2 other houses.

Number of locks..... 8

Number of weigh-locks, tunnels, bridges and aqueducts... None.

Number of dams..... 6

Number of miles of slack-water : 83 to 85, according to stage of water.

Number of boats owned by the company : 1 repair boat, 3 flats.

Number of boats owned and run by private parties, and average tonnage of boats : Public navigation of river. Steamboats, barges and flats of various descriptions. We have no record of their tonnage.

Navigation opened and closed : Open all the year 1874, excepting two days, (January 17th and 18th,) when it was closed by ice.

Feet of lockage on main line of canal..... 49

Value of real estate held by the company, exclusive of canal..... \$23,095

Are the locks of wood, cut stone or composte ? All cut stone.

Give the number of each kind, (all of the same description,) 8

DOINGS OF THE YEAR IN TRANSPORTATION.

The company prohibited by its charter from doing transportation business, and does none.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Bituminous coal..... 2,503,505 tons. | Coke 38,790 tons.

SHIPPED EASTWARD FROM PITTSBURG.

Whisky.....	161 bbls.
Boards.....	8,717,900 feet.
Timber.....	1,982,600 "
Pig iron.....	919 tons.
Fire clay.....	3,370 "
Iron ore.....	58,369 "
Pit posts.....	63,500 No.
Sheep.....	19 "
Classed freight.....	28,769,000 lbs.

SHIPPED WESTWARD TO PITTSBURG.

Sand.....	1,046,300 bushels.
Whisky.....	6,782 No.
Wood.....	693 cords.
Stone.....	12,652 perches.
Staves.....	112,000 No.
Posts.....	1,900 "
Brick.....	3,070,200 "
Sheep.....	4,371 "
Lumber.....	314,300 feet.
Timber.....	474,800 "
Classed freight.....	11,653,300 lbs.

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS :

For lumber, per 1,000 feet board measure, (hemlock,) lowest, 8 cents per M for miles ; (pine and lumber,) highest, 81 cents per M for 85 miles.

Bituminous coal, per ton, $8\frac{7}{8}$ cents for 4 pools or 56 miles.

Do..... $7\frac{2}{3}$ " 3 " 40 "

Do..... $5\frac{5}{9}$ " 2 " 25 "

Do..... $2\frac{7}{9}$ " 1 " 10 "

Average toll on coal, per ton, $5\frac{3}{8}$ cents ; on coke, $7\frac{1}{2}$ cents.

Toll is charged by the pool, and not by the mile, and by the bushel and not by the ton. The above figures are, therefore, approximations.

STATEMENT OF COAL PASSED OVER THE POOLS FOR THE YEAR 1874.

	Bushels	or	Tons.	Toll.
From pool No. 1.....	9,113,500		346,313	
Do 2.....	33,516,700		1,273,635	
Do 3.....	11,440,800		434,750	
Do 4.....	11,810,700		440,807	
Total.....	65,881,700		2,503,505	\$134,566 47
Total coke	1,939,500		38,790	2,923 11
Total toll on coal and coke				<u>133,489 58</u>

EXPENSES.

Maintaining the canal or real estate of the corporation :

Maintenance of canal. Canal improvement.

Superintendence of repairs	\$1,200 00	
Total repair account.....		\$25,515 80
Repairing damage to lock No. 4... ..		16,948 05
Total		<u>42,463 85</u>

Operating the canal :

Lock-keepers and hands at locks, office expenses, rents and furniture, stationery and printing, superintendence, and officers' salaries	\$7,500 00	
Total expense account.....		<u>\$35,038 18</u>

RECEIPTS.

From tolls on coal.....	\$134,566 47	
From tolls on coke.....	2,923 11	
From tolls on passengers	7,035 95	
From tolls on miscellaneous freight.....	70,938 40	
Total tolls received		\$215,463 93
Other sources: Rents, &c.....		1,245 99
Total		<u>216,709 92</u>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal: Expenses, \$35,038 18; repairs, \$42,463 85	\$77,502 03
For dividends.....	97,721 00
For interest.....	6,270 00
For surplus fund, (for contingent fund see below.)	
Municipal taxes.....	None.
State taxes	5,826 02
For other payments: Repairs to lock No. 4, caused by damage done by steamboat Nellie Walton on October 1, 1874: included in expense account.	
<hr/>	
Total amount of surplus fund:	
Applied to contingent fund.....	\$25,000 00
Amount of profit and loss account applicable to payment of dividend.....	59,103 65
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PAYMENTS ON ACCOUNT OF CONSTRUCTION.

No payments during the year on construction account.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Benj. Bakewell, Jr	Pittsburg, Pa.
Felix R. Brunot	Pittsburg, Pa.
John Harper.....	Pittsburg, Pa.
Wm. K. Hart.....	Pittsburg, Pa.
N. B. Hogg	Pittsburg, Pa.
M. K. Moorhead	Pittsburg, Pa.
Wm. Morrison.....	Pittsburg, Pa.
James Veech	Pittsburg, Pa.
Daniel Wallace.....	Pittsburg, Pa.
M. Whitmore.....	Pittsburg, Pa.
J. K. Moorhead, President	Pittsburg, Pa.
William Bakewell, Secretary and Treasurer.....	Pittsburg, Pa.
Elisha Pancoast, Superintendent of Repairs.....	Pittsburg, Pa.
Benj. L. Wood, Jr., Inspector of Cargoes.....	Pittsburg, Pa.

MUNCY.

STATE OF PENNSYLVANIA, }
Lycoming County, } ss :

Personally appeared J. E. Riebsam, president *pro tem*, and E. D. Cook, treasurer, of the Muncy canal company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) J. E. RIEBSAM, *President pro tem*.
E. D. COOK, *Treasurer*.

Sworn and subscribed before me, this }
6th day of February, 1875. }

JOHN J. CROUSE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$2,625 00
Total amount paid in of capital stock.....	2,625 00
Total amount of funded debt, the amount of floating debt, total amount now of floating and funded debt, and date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	105
Par value of each share.....	\$25 00
Average market value during the year.....	1 00
Amount paid in on each share.....	25 00

COST OF CANAL AND FIXTURES

Total cost.....	\$6,853 64
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Pennsylvania canal to Muncy.....	$\frac{3}{4}$ miles.
Length of main line of canal in Pennsylvania.....	$\frac{3}{4}$ "
Number of branch canals, and canals leased by the com- pany.....	None.
Width of canal at top water line.....	40 feet.
Width of canal on bottom.....	25 "
Depth of water.....	4 $\frac{1}{2}$ "
Number of basins.....	1

Number of lock and other houses, and number of locks, all kinds.....	None.
Number of waste-ways, over-flows and lineal feet of over- flows, culverts, dams and aqueducts.....	None.
Number of bridges.....	3
Number of miles of slack-water.....	$\frac{3}{4}$
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties.....	2 or 3
Average tonnage of boats.....	No record.
Navigation opened.....	April.
Navigation closed.....	November.
Value of real estate held by the company, exclusive of canal.....	None.

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY.

Lumber.....	147,000 feet.
Anthracite coal.....	3,454 tons.
Shingles.....	50,000
Logs.....	415,354 feet.
Other iron or castings.....	86,240 lbs.
Stoneware.....	6,000 lbs.
Plaster.....	100 tons.
Salt.....	50,000 lbs.

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

For lumber, per 1,000 feet board measure, (hemlock,) or for first class.....	7 mills.
For lumber, per 1,000 feet board measure, (pine and other lumber,) or for second class.....	7 "
Shingles, per 1,000, or for third class.....	6 "
Anthracite coal, per ton, or for fourth class.....	3 "
Bituminous coal, per ton, or for fifth class.....	3 "
Shingling lath, or for sixth class.....	2 "
Fish, salt and plaster, per pound.....	6 "
Sand.....	2 "
Iron and other castings.....	4 "
Merchandise.....	6 "
Boats by the year.....	\$25 00

EXPENSES.

<i>Maintaining the canal or real estate of the corporation :</i>	
Total amount.....	\$7 46

Operating the canal:

Total amount.....	\$10 00
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RECEIPTS.

Total amount.....	\$100 00
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SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$1,991 00
For dividends, interest, surplus funds, municipal and State taxes, and for other payments.....	Nonc.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office address.
Jacob Cook	Muncy.
Benjamin Pott.....	Muncy.
Isaac Bruner.....	Muncy.
Jos. E. Riebsam.....	Muncy.
John M. Bowman.....	Muncy.
Jos. E. Riebsam, President <i>pro tem</i>	Muncy.
E. D. Cook, Secretary, Treasurer and Superintendent.....	Muncy.

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County. } ss :

Personally appeared Isaac J. Wistar, president, and Alfred Mordecai, treasurer, of the Pennsylvania canal company, and in due form of law made oath, that the statements contained in the within report for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)	I. J. WISTAR, <i>President</i> .
	A. MORDECAI, <i>Treasurer</i> .

Sworn and subscribed before me, this }
22d day of January, 1875. }

HENRY C. SPACKMAN, *Notary Public*.

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed.....	4,477,700 00
Total amount paid in of capital stock.....	4,477,700 00

Total amount of funded debt, (classified and date of maturity,) as follows :

1st mortgage bonds, (date of maturity, A. D. 1887,).....	\$90,000 00
General mortgage bonds, (date of maturity, A. D. 1910,).....	2,551,000 00
	<hr/>
	\$2,641,000 00
The amount of floating debt.....	506,756 85
Total amount now of floating and funded debt.....	3,147,756 85
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent per annum of dividend or dividends,	None.
Number of shares of stock issued.....	89,554
Par value of each share.....	50 00
Average market value during the year.....	No quotations.
Amount paid in on each share.....	50 00
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COST OF CANAL AND FIXTURES.

For cost of canal and fixtures see Auditor General's report for 1872, page 796.

CHARACTERISTICS OF CANAL.

Length of main line of canal from Columbia to Wilkesbarre, 151 miles ; Junction to Petersburg, 95 miles ; Northumberland to Flemington, 68 miles ; Clark's Ferry to Millersburg, 13 miles ; slack-water, aggregate length, 11 miles ; total.....	338 miles.
Number of branch canals, with the length of each, viz : Two, aggregate length.....	4 “
Canals leased by the company.....	None.
Width of canal at top water line : Main line, 50 to 60 feet ; West Branch, 45 to 55 feet ; Wiconisco Division, 50 feet ; Juniata Division, 50 feet.	
Width of canal on bottom : Main line, 34 to 40 feet ; West Branch Division, 30 feet ; Juniata Division, 30 feet ; Wiconisco Division, 30 feet.	
Depth of water : Main line, $6\frac{1}{4}$ feet ; other divisions, 4 to $4\frac{1}{2}$ feet.	
Length and breadth of locks : 30 locks, 17x182 feet ; 40 locks, 17x90 feet ; 34 locks, 15x90 feet ; total.....	104
Number of basins.....	60
Number of lock houses, 97 ; store houses, 10 ; other houses, 30 ; total.....	137

Number of locks: Lift, 104; stop, 14; guard, 14; weigh, 4; total.....	136
Number of waste-ways.....	76
Number of over-flows.....	57
Number of lineal feet of over-flows.....	7,216
Number of bridges.....	467
Number of culverts.....	145
Number of dams.....	19
Number of aqueducts.....	61
Number of lineal feet of aqueduct superstructure.....	6,683
Number of lineal feet of aqueduct dams.....	13,297
Number of miles of slack-water.....	11
Number of boats owned by the company: Dredge and steam, 7; repair flats, 60; barges, 184; total.....	251
Number of boats owned and run by private parties.	503
Average tonnage of boats on main line.....	100 to 280 tons.
Navigation opened fully, March 25.	
Navigation closed, December 10.	
Feet of lockage on main line of canal, 312 feet; Wiconisco Division, 36; Juniata, 289; West Branch, 107; total..	744
Value of real estate held by the company, exclusive of canal,	None.
Are the locks of wood, cut stone or composite.....	All.
Give the number of each kind: Cut stone, 37; cut stone and composite, 41; composite, 48; wood, 10; total....	136

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals.....	871,358 65
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THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.
(Classes 1 to 4.)

Anthracite coal	234,019.25
Bituminous coal.....	498,971.84
Pig iron	14,249.76
Other articles.....	124,117.80
Total	871,358.65

RATE OF TOLL.—CONTINUED.

CLASSES OF MERCHANDISE FOR 1874.

All rates are per ton of 2,000 pounds, except coal, which is per ton of 2,240 pounds.

DISTANCE IN MILES.

	Over 170	165	160	155	150	145	140	135	130	125	120	115	110	105	100	95	90	85	
	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	to	
	170	165	160	155	150	145	140	135	130	125	120	115	110	105	100	95	90	85	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	
1st Class.—Agricultural implements, butter, drugs, dry goods, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and articles not enumerated.....	109	112	115	118	121	124	126	128	130	132	134	136	138	140	142	144	146	148	
2d Class.—Bark, (ground and rossed,) bar iron, castings, and other iron, except that in 3d class, crude chemicals, earthen and queensware, groceries, hides, marble (manufactured,) nails and spikes, provisions, rags, seeds, slate, sunac, tobacco, trenails, window glass.....	78	80	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105	
3d Class.—Ashes, (pot, pearl and soda,) bark, (unground) bones and bone dust, burr blocks, ear wheels and axles, cement, charcoal, clay cylinders, copper ore, cotton, feed, flour, fire clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grindstones, ground flint, guano, hay and straw, horns, iron, (pig, bloom, scrap, anconies and railroad,) meal, millstones, oysters, phosphates, pitch, rosin, tar, salt, soapstone, staves, bolts, railroad ties, telegraph poles.....	51	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81	
4th Class.—Ashes, (leached,) bricks, cinders, clay, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, (wrought and unwrought,) Gunpowder	34	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57	
Mineral coal, per ton of 2,240 pounds, but where otherwise specified in special toll sheet the latter governs.....	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285	
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet the latter governs.....	57	60	62	64	66	68	70	72	74	76	77	79	81	83	84	85	85	85	
All other logs and timber, round or hewed, singly or in rafts, per 1,000 feet, B. M.....	65	68	71	74	78	82	85	88	92	95	98	101	104	107	109	110	111	112	
	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	100	

EXPENSES.

	Maintenance of canal.	Equipment.	Totals.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts.....	\$11,605 61		
Boats—equipment of		\$9,655 08	
Boats and flats.....	996 11		
Boats—repairs of.....		9,410 32	
Bridges.....	18,505 51		
Canal-bed and banks	39,963 75		
Clerks.....	3,800 86	1,208 00	
Culverts	4,168 76		
Dams	8,426 71		
Dry docks.....		4,477 45	
Ferries.....	253 60		
Horses and horse keep	2,495 03		
Houses and repair shops.....	5,030 65	2,596 38	
Incidentals	5,691 51	1,332 12	
Locks.....	27,008 20		
Office expenses, rents, furniture.....	521 26	107 12	
Slope and vertical walls	2,212 95		
Stationery and printing.....	453 95	227 50	
Steamboats and dredge boats.....	830 88		
Superintendence and engineering.....	15,638 52	3,441 61	
Real estate.....	7,177 41		
Tools and tool repairs.....	2,869 57	278 33	
Waste weirs and sluices	2,636 90		
Watchmen	2,281 44		
Wharfing.....	6,220 81		
Totals.....	168,789 99	32,733 91	\$261,523 90
<i>Operating the canal:</i>			
Collectors and weighmasters	6,112 76		
Clerks.....	4,582 30		
Drawbacks and overcharges	9,195 51		
Ferries, (labor at,)	1,374 03		
Incidentals	3,054 61		
State taxes.....	2,910 10		
Lock-keepers	15,867 85		
Office expenses, rents and furniture.....	521 36		
Stationery and printing.....	1,059 58		
Superintendence.....	3,657 00		48,335 10
Total.....			249,859 00

RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight, lockages and boat toll: Aggregate tolls, amount kept in gross.....	\$491,916 21
Other sources, rents, &c., work done for other companies, old materials, &c.....	11,678 58
Equipment	51,929 41
Total	555,524 20

SCHUYLKILL NAVIGATION

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$214,214 99
For interest, coupons.....	157,920 00
For interests and discounts.....	3,133 03
State taxes.....	2,910 10
For equipment.....	32,733 91
Total	410,912 03

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
I. J. Wistar.....	Philadelphia.
Geo. B. Roberts.....	Philadelphia.
Strickland Kneass.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Jas. Dallas.....	Philadelphia.
J. P. Steiner	Philadelphia.
Thos. A. Scott.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
S. M. Felton.....	Philadelphia.
Chas. Parish	Wilkesbarre.
I. J. Wistar, President.....	Philadelphia.
Alfred Mordecai, Secretary and Treasurer.....	Philadelphia.
Thos. T. Wierman, Chief Engineer.....	Harrisburg.

SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
City and County of Philadelphia. } ss:

Personally appeared Frederick Fraley, president, and Richard Wilkins, secretary and at present acting treasurer, of the Schuylkill Navigation company, and in due form of law made oath and affirmation that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed,) F. FRALEY, *President.*

RICHARD WILKINS, *Sec'y and Treas.*

Sworn, affirmed and subscribed before me, }
 this 1st day of February, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

First. Capital stock is unlimited.

Second. The amount of stock subscribed for and issued is :

Common stock.....	\$997,348 00
Preferred stock.....	3,131,850 00
Total amount of capital stock paid in.....	<u>4,129,198 00</u>

Third. Total amount of funded debt :

Six per cent. mortgage bonds, 1897.....	\$1,714,390 20
Six per cent. mortgage bonds, 1907.....	3,990,392 66
Six per cent. common loan, 1876.....	46,733 00
Six per cent. coupon mortgage and six per cent. bonds, 1895.....	1,135,000 00
Six per cent. boat and car loan, 1913.....	756,650 00
Seven per cent. boat and car loan, 1916.....	628,100 00
Six per cent. improvement bonds, 1880.....	260,000 00
Total amount of funded debt.....	<u>8,531,265 86</u>

Fourth. Floating debt :

Temporary loans.....	\$38,413 22
Interest due on loans.....	170,307 13
Dividends unpaid.....	7,298 65
Debts due to sundry persons.....	11,290 34
Total.....	<u>227,309 34</u>

Fifth. Total amount of floating and funded debt..... \$8,758,575 20
 Average rate of interest, a fraction over..... 6 per cent.
 The cost of the works, estates and equipments, as
 charged on the company's books, is..... 12,758,715 86

Sixth. The dividends for the year 1874, $1\frac{1}{5}$ per cent. on the
 common stock, and $2\frac{2}{5}$ per cent. on the preferred
 stock, and all of said dividends were in scrip, con-
 vertible into the six per cent. mortgage loans of
 the year 1897. Said dividends were declared in
 January and July, 1874.

Seventh. The number of shares of stock issued and out-
 standing December 23, 1874, is :

Of common stock.....	19,946
Of preferred stock.....	62,637
Of common stock scrip.....	\$48 00
The par value of each share is.....	50 00

The average market value of each during the year 1874, was \$6 50 per share for common stock and \$13 00 per share for preferred stock.

The amount paid in for each share is..... \$50 00

The amount on which dividends were declared, was, respectively, in January, 1874, on 22,796 shares of common stock and 61,212 shares of preferred stock, and in July, 1874, on 21,296 shares of common stock and 61,962 shares of preferred stock, the difference being caused by the conversion of 1,500 shares of common stock into 750 shares of preferred stock; in all such cases two shares of common stock being given for one share of preferred stock.

Eighth. All the works and estate of the company were leased to the Philadelphia and Reading railroad company, on the 12th day of July, 1870, for the term of 999 years, and we respectfully refer to the report to be made by them for the description of the works as they now stand, and for the details of business, revenue, cost of repairs, &c.

INCOME AND EXPENSES FOR 1874.

Income :

Rent from Philadelphia and Reading railroad company....	\$640,267 08
Interest on discounts.....	9,634 29
	<hr/> 649,901 37 <hr/>

Charges in 1874:

Dividends on stocks.....	\$87,132 00
Interest on loans, bonds and notes... ..	520,353 19
Judgment in favor of R. C. M'Murtrie.....	17,927 15
State tax on interest on loans.....	5,202 31
State tax on dividends	6,099 24
Salaries.....	5,500 00
Office rent and other expenses	1,938 92
	<hr/> 644,152 81 <hr/>

The amount of the contingent and sinking fund which is held by the Philadelphia and Reading railroad company is,	\$36,268 58
The undivided profits of the company December 31, 1874, were	<hr/> 68,900 24 <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Joseph B. Townsend.....	Philadelphia, Pa.
Charles Baber.....	Pottsville, Pa.
George Brooks.....	Birdsborough, Pa.
John N. Hutchinson.....	Easton, Pa.
Charles W. Wharton.....	Philadelphia, Pa.
Camille D'Invilliers.....	Philadelphia, Pa.
Frederick Fraley, President.....	Philadelphia, Pa.
Charles W. Bacon, Treasurer.....	Philadelphia, Pa.
Richard Wilkins, Secretary... ..	Philadelphia, Pa.
William M. Tilghman, Solicitor.....	Philadelphia, Pa.

SCHUYLKILL.

[Philadelphia and Reading Railroad company lessees.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, President, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, lessees of the Schuylkill canal, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*
S. BRADFORD, *Treasurer.*

Sworn and affirmed and subscribed before }
me, this 30th day of January, 1875. }

WM. M'LEAN, *N. P.*

CHARACTERISTICS OF CANAL.

Length of main line of canal, from mouth of Mill Creek to	
Wire bridge, Philadelphia.....	108 $\frac{23}{100}$ miles.
Length of main line of canal in Pennsylvania.....	108 $\frac{23}{100}$ "
Number of branch canals, with the length of each, viz : 1,	
one mile long.	
Width of canal at top water line.....	60 to 300 feet.
Width of canal on bottom : Variable, minimum on curves,	
45 feet, straight lines.....	40 feet.
Depth of water, minimum.....	6 "
Length and breadth of locks : Lift locks 110 feet by 18 in	
the chamber ; guard locks, 112 by 24 feet.	
Number of basins.....	19

Number of lock houses, 60 ; other houses, 7 ; total.....	67
Number of locks : Lift, 47 ; stop, 18 ; guard, 7 ; weigh, none ; guard, with lift, 17 ; total.....	89
Number of waste-ways and high water overflows.....	47
Number of lineal feet of overflows, high water overflows and weirs ; about.....	3,300
Number of bridges.....	126
Number of culverts.....	22
Number of dams.....	31
Number of aqueducts.....	12
Number of miles of slack-water.....	50 $\frac{5}{100}$
Number of boats owned by the company.....	550
Number of boats owned and run by private parties, about	100
Average tonnage of boats.....	180
Navigation opened	Mar. 11, 1874.
Navigation closed.....	Dec. 15, 1874.
Feet of lockage on main line of canal, to mid tide at Phila- delphia	618 $\frac{63}{100}$
Are the locks of wood, cut stone or composite ? Cut stone and composite.	
Give the number of each kind : 17 cut stone ; 2 cement, uncut ; 58 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION

Gross amount of tonnage for the year, including branches and leased canals.....	1,040,995
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THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber.....	26,846	Lime and limestone.....	81,579
Anthracite coal.....	803,608	Agricultural products.....	4,043
Bituminous coal.....	67	Manufactures and merchandise,	17,649
Pig iron	11,334	Other articles	7,430
Other iron or castings	4,616		
Iron and other ores	83,823	Total	1,040,995

The rate of toll charged for the respective classes per mile as follows :

CLASSIFICATION.

Articles of first class :

Acids, bar iron, boiler iron, blooms, bark, (ground,) barrels, (empty,) brimstone, cast-iron pipe, castings, (light,) cement, charcoal, chemicals, copper ore, fertilizers, feed, fish, flour, flues, fruit, glass, grain, (all kinds,) groceries, gunpowder, guano, hemp and jute, iron axles, liquors, lumber, malt liquors, merchandise, molasses, nails and spikes, oils and paints, phosphate of lime, puddled bars and slabs, provisions, rags, railroad iron,

railroad sills, salt, staves and headings, sugar. And all articles not enumerated in classes second, third or fourth.

Articles of second class :

Bituminous coal, brick, (pressed,) coke, fire-brick, gypsum, hay and straw, heavy eastings, (in rough,) ice, marble, (rough,) plaster, pig iron, scrap iron, slate, soapstone, terra cotta pipe.

Articles of third class :

Ashes, bark, (in rough,) brickbats, brick, (common,) building stone, cinders, clay, cord-wood, flag and curb stone, gravel, iron ore, (descending,) kaolin, lime, limestone, manure, marl, posts and rails, sand.

Articles of fourth class :

Iron ore, (ascending the canal.)

(Articles not in classes second, third or fourth, will be subject to rates given for first class.)

TABLE OF ESTIMATED WEIGHTS.

Apples, per bbl., 200 lbs.;	Ashes, per bbl., 450 lbs.;	Bark, per cord, 2,240 lbs.
Bacon, per hhd.....	1,000 lbs.;	Barrels, (empty,) all kinds, each, 40 lbs.
Beans, per bbl.....	200 “	Beef, (salt,) per bbl..... 330 “
Brick, (common,) per 1,000....	5,000 “	Brick, (fire,) per 1,000..... 7,000 “
Brick, (pressed,) per 1,000....	6,000 “	Buckwheat, per bushel..... 50 “
Cake meal, per bushel.....	40 “	Cement, per bbl..... 320 “
Cedar rails, each.....	25 “	Charcoal, per bushel..... 25 “
Coal oil, per bbl.....	350 “	Coke, per bushel..... 40 “
Eggs, per bbl.....	200 “	Fish, per bbl..... 300 “
Flour, per bbl.....	216 “	
Grain: Corn, per bushel.....	56 “	Oats, per bushel..... 32 “
“ Barley, per bushel.....	48 “	Rye, per bushel..... 56 “
“ Wheat, per bushel.....	60 “	
Hides, (green,) each.....	85 “	Ice, per bushel..... 80 “
Hoop poles, per 1,000.....	5,600 “	Lime, per bushel..... 80 “
Liquor, in bbls.....	380 “	Lumber, (dry,) per 1,000 feet... 2,500 “
Lumber, green, (pine and hemlock,) per 1,000 feet.....	3,700 “	
“ (Carolina pine,) per 1,000 feet.....	4,500 “	
“ oak and hard woods, per 1,000 feet.....	5,000 “	
Lath, per 5,000.....	2,500 lbs.;	Malt, per bushel..... 38 “
Nails and spikes, per keg.....	106 “	Oil, per barrel..... 350 “
Pickets, per 1,000.....	2,500 “	Potatoes, per bushel..... 56 “
Railroad spikes, per keg.....	150 “	Salt, (coarse,) per sack..... 210 “
Salt, (fine,) per sack.....	240 “	Sand and gravel, per cubic foot.. 100 “
Seeds, (flax,) per bushel.....	50 “	Other seeds, per bushel..... 60 “
Shipstuff and mill feed.....	35 “	Shingles, per 1,000..... 2,500 “
Staves and headings, for barrels, per 1,000.....	3,700 “	
“ “ hogsheads, per 1,000.....	5,600 “	

Stone, (building,) rough, per perch.....	3,750 lbs.
“ (dimension,) per perch.....	4,000 “
Sand, per bushel.....	80 “
Tar, rosin, pitch and turpentine, per barrel.....	340 “
Wood, (pine,) per eord.....	3,000 “
“ (poplar,) per eord.....	3,300 “
“ (hickory,) per eord.....	4,500 “
“ (oak and other,) per eord.....	3,700 “

SCHEDULE A—RATES OF TOLL.

BETWEEN FAIRMOUNT AND	1st Class.	2d Class.	3d Class.	4th Class.
Spring Mill.....	25	25	25	20
Conshohocken.....	27	27	27	20
Swede Furnace.....	28	28	28	20
Plymouth.....	29	29	29	20
Norristown.....	31	31	31	20
Port Kennedy.....	35	35	35	20
Valley Forge.....	37	37	37	20
Pauling's Dam.....	38	38	38	20
Brower's.....	39	39	39	20
Port Providence.....	40	40	40	20
Phoenixville.....	43	43	43	20
Black Rock.....	45	45	45	20
Royer's Ford.....	50	50	50	24
Yankee Dam.....	50	50	50	28
Lawrenceville.....	53	53	50	28
Frick's Locks.....	55	55	50	28
Pottstown.....	58	58	50	28
Unionville.....	62	62	50	30
Monocacy.....	62	62	50	30
Port Union.....	63	63	50	30
Birdsboro'.....	67	67	50	32
Reading.....	75	75	50	36
Felix's Dam.....	85	75	50	42
Peacock's Locks.....	88	75	50	42
Maiden Creek.....	90	75	50	42
Leesport.....	92	75	50	42
Mohrsville.....	94	75	50	42
Shoemakersville.....	96	75	50	42
Hamburg.....	1 00	75	50	44
Port Clinton.....	1 00	75	50	46
Auburn.....	1 00	75	50	46
Orwigsburg.....	1 00	75	50	46
Schuylkill Haven.....	1 00	75	50	48
*Port Carbon and Pottsville.....	1 00	75	50	50

All boats not towed with the company's own or contract tow-boats to and from Fairmount locks, will be considered as violating the rules and regulations of the canal, and will be charged three cents per ton in addition to these rates.

GENERAL RULES.

The rates of toll between Fairmount and certain other places are designated in the annexed schedule A. In all other cases tolls will be charged as follows:

All articles carried ten miles and under shall pay 25 cents per ton, except where this amount shall exceed $6\frac{1}{4}$ cents per ton on the ascertained

*Boats drawing over three feet of water will not pass above Schuylkill Haven.

tonnage of the vessel for any lock passed below Reading, or 4 cents per ton above Reading. In such cases these last mentioned rates and the State tonnage tax on the cargo will be charged.

For any distance beyond ten miles, 1 cent per ton per mile additional will be charged, until the highest rate is reached, as follows :

On articles of the first class, not more than \$1 per ton for any distance. On articles of the second class, not more than 75 cents per ton for any distance. On articles of the third class, not more than 50 cents per ton for any distance.

TOLL ON BOATS.

The toll authorized by the charter of the company is $6\frac{1}{4}$ cents per ton for every lock passed below Reading, and 4 cents per ton for every lock passed above Reading, on the ascertained tonnage of the vessel ; and these rates will be charged against every boat ; but conditional permits will be issued to boats which may be navigated in strict conformity to law and to the regulations of the company, at the following rates :

Boats carrying cargo which has paid \$25 or more for tolls, free.

Boats unladen, or with cargo which has paid less than \$25 for tolls :

For ten miles or under	\$2 00
Between ten and thirty miles.....	4 00
Between thirty and fifty miles.....	5 00
For any distance beyond fifty miles	<u>7 00</u>

Any violation of the laws or regulations for using the canal, and for the protection of the works of the company, will render the boat liable to an additional toll not exceeding the full charter rate, and to detention of boat and cargo until such toll is paid.

Boats 17 feet 6 inches wide and 100 feet long, or thereabouts, ascending the canal, will not be permitted to pass the locks with a draught of water exceeding four feet. Ascending boats not exceeding 15 feet 6 inches wide by 92 feet long will be permitted to pass the locks with a draught not exceeding 5 feet. In passing the locks, boats shall have precedence of rafts. Rafts not complying with this regulation will be charged the full charter rates.

Masters of boats will be required to present bills of lading or manifests of their cargoes in duplicate to the collector or lock-tender at the time of applying for a permit. One copy of the bill of lading will be retained by the agent of the company and the other by the captain of the vessel ; which latter bill of lading shall at any other time be subject to inspection by the agents of the company during the passage of the boat to its place of destination. Failure on the part of masters of boats to make correct

returns of their cargoes will subject the lading to full rates as authorized by law.

By an act of Assembly, passed April 17, 1846, it is provided that if any person engaged in transporting coal, iron, lumber, or other articles of merchandise, or any property whatsoever, on any river, canal or railroad, shall sell, pledge or dispose of the same, or any part thereof, without the consent of the owner thereof, he shall, on conviction, be deemed guilty of a misdemeanor, and be punished by a fine of not less than fifty nor exceeding five hundred dollars, and also by an imprisonment in the jail of the proper county for not less than twenty days nor more than one year, at the discretion of the court. And any person who shall knowingly purchase any such property from any transporter thereof, without the consent of the owner, shall be liable to pay such owner double the value of the property so purchased.

PHILADELPHIA AND READING R. R. Co.,
OFFICE, 227 SOUTH FOURTH STREET.
PHILADELPHIA, *February 25, 1874.*

The charge for the use of cars and barges, and for toll on anthracite coal carried on the Schuylkill canal, on and after March 2, 1874, will be as follows, and so continue until further notice:

STATIONS.	FROM	
	Schuylkill Haven.	Port Clinton.
To Philadelphia.....	\$1 10	\$1 04
Manayunk.....	1 00	94
Spring Mill.....	88	82
Conshohocken.....	88	82
Plymouth Dam.....	88	82
Bridgeport.....	83	77
Norristown.....	83	77
Port Kennedy.....	83	77
Valley Forge.....	83	77
Pawling's Dam.....	83	77
Port Providence.....	83	77
Phoenixville.....	80	74
Royer's Ford.....	76	70
Lawrenceville.....	76	70
Pottstown Landing.....	74	68
Port Union.....	72	66
Monocacy.....	62	56
Birdsboro'.....	62	56
Reading.....	55	49
Althouse's.....	50	44
Mohrsville.....	50	44
Hamburg.....	50	44
Orwigsburg Landing.....	50	44

The rates of toll on lump, steamboat and broken coal will be ten per cent. less than the above rates.

The charge will be per ton of 2,240 lbs. No charge less than forty cents per ton will be made for any distance.

By order of the board of managers,
FRANKLIN B. GOWEN, *President.*

EXPENSES.	Maintenance of canal.	Canal im- provement.	Totals.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts.....	\$559 69	.....	.....
Boats and flats, (in tools and tool repairs.)			
Bridges, (road, farm and towing path,)	15,457 19	\$3,326 45	.....
Canal bed and banks	26,263 07	2,252 34	.....
Canal bed and banks—extraordinary repairs..	8,109 09	.....	.....
Culverts and trunks	1,789 89	.....	.....
Dams and towing paths and pools.....	11,688 93	2,592 67	.....
Houses and repair shops.....	1,499 45	2,457 76	.....
Incidentals—pump boats, &c	3,437 60	.....	.....
Locks and stop locks.....	29,941 28	.....	.....
Repairs of buildings, (lock houses and sheds,)	2,235 24	.....	.....
Slope and vertical walls		389 69	.....
Landings	14,820 60	.....	.....
Dredge boats and dredging.....	16,699 15	.....	.....
Superintendence and engineering.....	10,210 13	.....	.....
Repairs of reservoirs.....	256 79	.....	.....
Tools, tool repairs and repair scows.....	5,171 72	.....	.....
Waste weirs.....	1,252 44	.....	.....
Totals.....	149,392 26	11,018 91	160,411 17
<i>Operating the canal:</i>			
Current expenses, salaries of collectors, lock tenders, clerks, &c	\$37,657 95	.....	.....
Labor at landings.....	32,261 47	.....	.....
State taxes.....	712 51	.....	.....
Total.....	70,631 93	.....	.....

RECEIPTS.

From tolls on coal.....	\$563,830 00
From lumber, iron and other materials.....	92,874 52
From miscellaneous freight and water rents.....	48,942 88
Total	705,647 40

SUMMARY OF EXPENSES

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$160,411 17
Current expenses.....	37,657 95
Shipping expenses	32,261 47
State taxes	712 51
Total	231,043 10

SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared B. Andrews Knight, president of the Susquehanna canal company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*

Sworn and subscribed before me, this }
 1st day of February, 1875. }

CHARLES F. VAN HORN, *Notary Public.*

STATE OF MARYLAND, }
 City of Baltimore, } ss :

Personally appeared Robert D. Brown, treasurer of the Susquehanna canal company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of his knowledge and belief.

(Signed) ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1875. }

W. H. BAYZAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed and paid	\$2,002,706 00
Total amount paid in of capital stock.....	2,002,706 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
6 per cent. mortgage bonds, (date of maturity, 1894 :) Susquehanna canal, \$237,500 00; tide water, \$97,810 58; total.....	\$325,310 58
6 per cent. mortgage bonds, (date of maturity, 1885 :) Susquehanna canal, \$700,000 00; tide water, \$300,000 00; total.....	1,000,000 00
6 per cent. mortgage bonds, (date of maturity, 1878,).....	1,319,000 00
7 per cent. mortgage bonds, (date of maturity, 1902,) \$250,000 00; less not yet issued, \$41,000 00.....	209,000 00
	<hr/> 2,853,310 58

CANAL REPORT.

791

The amount of floating debt.....	\$67,087 30
Total amount now of floating and funded debt.....	2,920,397 88
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	40,017
Par value of each share.....	\$50 00
Average market value during the year: Between \$5 and \$7 per share.	
Amount paid in on each share.....	\$50 00
Cost of canal and fixtures.....	\$4,714,143 88

SUMMARY OF EXPENSES.

For dividends.....	None.
For interest on bonded and other debts	\$172,670 16
State taxes	4,534 43
For other payments.....	75,874 50
Total	253,079 09

The canals, &c., were leased to the Philadelphia and Reading railroad company on the 1st January, 1872, for 999 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George W. Dobbin.....	Baltimore, Md.
Thomas Wilson	Baltimore, Md.
Enoch Pratt.....	Baltimore, Md.
R. K. Hawley.....	Baltimore, Md.
Ira C. Canfield.....	Baltimore, Md.
Jacob Tome	Port Deposit, Md.
Wm. P. Jenks.....	Philadelphia, Pa.
C. D'Invilliers	Philadelphia, Pa.
A. J. Antelo.....	Philadelphia, Pa.
H. C. Townsend	Philadelphia, Pa.
Franklin B. Gowen	Philadelphia, Pa.
A. E. Borie	Philadelphia, Pa.
B. Andrews Knight, President	Philadelphia, Pa.
Robert D. Brown, Treasurer	Baltimore, Md.

SUSQUEHANNA.

[Philadelphia and Reading railroad company, lessees.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, lessees of the Susquehanna canal, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 30th day of January, 1875. }

WM. M'LEAN, *Notary Public.*

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md.....	45 miles.
Length of main line of canal in Pennsylvania.....	30 "
Number of branch canals, and canals leased by the company,	None.
Width of canal at top water line	50 feet.
Width of canal on bottom	30 "
Depth of water, (except where the enlargement has been made for 6 feet,).....	5 "
Length and breadth of locks: 170 feet long, 17 feet wide.	
Number of basins.....	2
Number of lock houses, 26 ; other houses, 2 ; total.....	28
Number of locks: Lift, 29 ; stop, 10 ; guard, 3 ; weigh, 1 ; total.....	43
Number of waste-ways.....	18
Number of over-flows.....	14
Number of lineal feet of over-flows.....	1,440
Number of bridges.....	13
Number of culverts.....	1
Number of dams.....	3
Number of aqueducts.....	6
Number of lineal feet of aqueduct superstructure.....	435
Number of miles of slack-water.....	2.

Number of boats owned by the company : Steam tow-boats, 2 ; canal boats, 18 ; total.....	20
Number of boats owned and run by private parties : Boats are mainly from other canals ; number variable ; no ac- count kept.	
Maximum tonnage of boats : Single boats, 130 tons ; double boats, 260 tons.	
Navigation opened.....	March 25, 1874
Navigation closed.....	Dec. 15, 1874
Lockage of canal from Columbia dam to tide water at Havre de Grace.....	233
Are the locks of wood, cut stone or composite? Wood, cut stone and composite.	
Give the number of each kind : 3 wood ; 2 cut stone ; 27 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals.....	420,156
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THE AMOUNT OF FREIGHT SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber.....	93,152	Agricultural products.....	10,453
Anthracite coal.....	265,866	Manufactures and merchandise..	1,516
Bituminous coal.....	140	Other articles	4,018
Pig iron.....	13,466		
Other iron or castings.....	17	Total.....	420,156
Iron and other ores.....	6,635		
Lime and limestone	24,193		

The rate of toll charged for the respective classes per mile, as follows :

CLASSES OF MERCHANDISE FOR 1873.	RATES FOR SHORT DISTANCE.				
	9 miles or less.....	9 to 18 miles.....	18 to 27 miles.....	27 to 36 miles.....	36 miles and over,
All rates are per ton of 2,000 pounds, except coal, which is per ton of 2,240 pounds.					
1st Class. — Agricultural implements, butter, cider, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquor, machinery, oils, paper, wool, and all other articles not enumerated.....	25	37	47	57	67
2d Class. — Bark, (ground and rossed,) bar iron, castings, and other iron, except that in third class, crude chemicals, chrome ore, earthen and queensware, groceries, hides, marble, (manufactured,) nails and spikes, provisions, rags, seeds, slate, sumac, ice, tobacco, window glass.....	15	25	33	40	45
3d Class. — Ashes, (pot, pearl and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axles, charcoal, cement, clay cylinders, copper ore, cotton, flour, feed, fire clay, fire bricks, fish, fork and shovel handles, fruit and vegetables, grain of all kinds, grindstones, ground flint, guano, hay and straw, horns, iron, (pig, bloom, scrap, anconies, and railroad,) meal, millstones, oysters, phosphate, pitch, tar, rosin, salt, soapstone, stave bolts..	12	18	24	30	33
4th Class. — Ashes, (leached,) bricks, cinders, clay, coke, carth, flint stone, feldspar, hoop poles, iron ore, kelp, manure, plaster, sand, stone, (wrought and unwrought,) telegraph poles.....	9	14	17	20	23
Coal, (per ton of 2,240 pounds).....	6	13	20	27	34
Gunpowder.....	75	100	115	130	140
Lime, per ton.....	8	15	20	23	25
Lumber and timber of all kinds, in boats, including lath, shingles, pickets, staves, headings, &c., per ton.....	10	18	25	30	35
Lumber in rafts, per 1,000 feet, board measure	25	45	65	85	95
Timber, (square and round,) in rafts, per 100 cubic feet.....	20	35	50	65	80
Posts, per 100.....	50	90	130	165	200
Rails, per 100.....	35	70	100	125	150
Railroad ties, per 100.....	75	135	195	250	300
Wood—cord wood, per cord.....	15	25	35	45	50
Wood—poplar, per cord.....	25	36	44	50	60
Passengers.....	5	10	15	20	25
Boat toll	60	90	115	135	150

ESTIMATED WEIGHTS OF ARTICLES.

Subject to correction by the scales of the company.

	LBS.		LBS.
Apples, per barrel.....	150	Liquor, per barrel.....	350
Ashes, per barrel.....	450	Lumber—Dry, per 1,000 feet.....	2,500
Bacon, per hogshead.....	1,000	Green, (pine and hem-	
Bark, per cord.....	2,240	lock,) per 1,000 feet....	3,700
Barrels, (empty,).....	40	Southern pine, per 1,000..	4,500
Beef, salt, per barrel.....	330	Oak and hardwood.....	5,000
Brick, common, per 1,000.....	5,000	Malt, per bushel.....	38
Brick, fire, per 1,000.....	7,000	Nails and spikes, per keg.....	106
Buckwheat, per bushel.....	50	Oil of all kinds, per barrel.....	350
Cement, per barrel.....	320	Oysters, per bushel.....	32
Charcoal, per bushel.....	25	Pickets, per 1,000.....	2,500
Coke, per bushel.....	40	Posts, each.....	100
Eggs, per barrel.....	190	Rails, each.....	50
Fish, per barrel.....	350	Rosin, per barrel.....	300
Flour, per barrel.....	216	Railroad ties, each.....	200
Grain—Corn, per bushel.....	56	Salt, (coarse,) sack.....	200
Oats, per bushels.....	32	Salt, (fine,) sack.....	240
Rye, per bushel.....	56	Sand, per bushel.....	80
Barley, per bushel.....	48	Seeds, per bushel.....	60
Wheat, per bushel.....	60	Shingles, per 1,000.....	2,500
Hides, green.....	85	Stave bolts, per cord.....	3,500
Hoop poles, per 1,000.....	5,600	Stone, per perch.....	3,750
Ice, per bushel.....	80	Timber, per cubic foot.....	50
Lath, per 5,000.....	2,500	Wood, (pine,) per cord.....	3,000
Lime, per bushel.....	80	Wood, (poplar,) per cord.....	3,300

EXPENSES.

	Maintenance of canal.	Canal im- provement.	Totals.
<i>Maintaining the canal or real estate of the cor- poration:</i>			
Aqueducts.....	\$724 80		
Bridges.....	1,407 19		
Canal bed and banks.....	16,370 79	\$3,585 76	
Lighting and raising boats.....	450 84		
Dams.....	1,715 38	4,425 61	
Lock houses.....	122 62		
Incidentals.....	962 08		
Locks, repairs and renewals.....	25,740 60	3,203 22	
Dredge boats and dredging.....	3,390 24		
Superintendence.....	2,328 57		
Tools and tool repairs, and repair scows.....	817 39		
Waste weirs and sluices, and culverts.....	252 89		
Totals.....	54,283 39	11,214 59	\$65,497 98
<i>Operating the canal:</i>			
Collectors and weighmasters.....	\$2,420 00		
Steam towing at Columbia.....	5,060 62		
Incidentals.....	114 56		
Lock-keepers.....	6,288 08		
State taxes.....	276 74		
Total.....	14,160 00		

RECEIPTS.

From tolls on coal.....	\$54,115 54
For tolls on lumber, iron, and other merchandise.....	47,676 95
For tolls on miscellaneous freight.....	5 00
Total.....	101,797 49

SUMMARY of EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	<u>\$68,443 39</u>
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UNION.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared John N. Hutchinson, president, and James M. Gossler, treasurer, of the Union canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. N. HUTCHINSON, *President.*

JAMES M. GOSSLER, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1875. }

ANDREW LIGHT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,907,850 00
Amount of stock subscribed.....	2,907,850 00
Total amount paid in of capital stock.....	2,907,850 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1883,).....	3,000,000 00
The amount of floating debt: About.....	55,000 00
Total amount now of floating and funded debt.....	3,055,000 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None
Number of shares of stock issued.....	58,157
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	Full paid.

COST OF CANAL AND FIXTURES.

Total cost	<u>\$5,907,850 00</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Middletown to Reading,	77 $\frac{64}{109}$ miles.
Number of branch canals, with the length of each, viz: 1,	7 “
Canals leased by the company	None.
Width of canal at top water line.....	43 feet.
Width of canal on bottom.....	28 “
Depth of water.....	4 $\frac{1}{2}$ “
Length and breadth of locks: 17x90 in chamber, whole length.....	132 “
Number of basins	8
Number of houses.....	92
Number of locks: Lift, 88; guard, 3; weigh, 2; total...	93
Number of waste-ways and over-flows	74
Number of tunnels.....	1
Number of lineal feet of over-flows and waste-weirs.....	3,159
Number of bridges.....	79
Number of culverts.....	31
Number of dams	16
Number of aqueducts.....	16
Number of lineal feet of aqueduct superstructure	1,215
Number of miles of slack-water.....	5
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties: Whole number passing on and over canal.....	178
Average tonnage of boats.....	100 tons.
Navigation opened	March 25.
Navigation closed.....	December 10.
Feet of lockage on main line of canal	501
Value of real estate held by the company, exclusive of canal: About.....	\$25,000 00
Are the locks of wood, cut stone or composite.....	Cut stone.
Give the number of each kind.....	All cut stone.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal	20,095 $\frac{17}{25}$
Gross amount of tonnage for the year, including branches and leased canals	77,352 $\frac{13}{26}$

The amount of freight, specifying the quantity in tons of 2,000 pounds:

Lumber.....	31,107.15	Agricultural products.....	529.16
Anthracite & bituminous coal..	23,617.17	Manufact'res and merchandise,	219.13
Pig iron.....	2,521.01	Other articles.....	2,098.00
Other iron or castings.....	307.01		
Iron and other ores.....	1,337.15	Total.....	77,352.13
Lime and limestone.....	15,613.06		

The rate of toll charged for the respective classes per mile, as follows :

For lumber, per ton of 2,000 lbs., average.....	8 mills.
Anthracite coal, per ton, of 2,240 lbs., average	1½ cents.
Bituminous coal, per ton, of 2,240 lbs., average.....	4 mills.

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts	\$376 93
Boats and flats.....	76 78
Bridges.....	1,105 21
Canal bed and banks.....	5,201 37
Culverts.....	89 04
Dams.....	299 17
Feeders.....	863 72
Insurance	28 53
Houses and repair shops.....	409 73
Locks.....	1,355 47
Rents.....	165 00
Lighterage	134 50
Slope and vertical walls.....	161 93
Superintendence and engineering	917 65
Tools and tool repairs.....	47 73
Waste weirs and sluices.....	303 83
Coal.....	10,132 95
Pumping and machinery	3,042 06
Totals	24,711 60

Operating the canal :

Collectors and weighmasters.....	\$874 96
Clerks	1,200 00
Incidentals	243 00
Towage.....	309 00
Lock-keepers	3,871 00
Office expenses, furniture and stationery.....	186 36
Superintendence	1,770 00
	8,454 32
Total	33,165 92

RECEIPTS.

From tolls on coal.....	\$6,911 42
From tolls on lumber.....	14,078 62
From tolls on iron and ore.....	1,490 45

CANAL REPORT.

799

From tolls on miscellaneous freight.....	\$4,466 36
Boat toll	1,744 84
Other sources, rents, &c	3,272 83
	<hr/>
	33,692 06
	<hr/>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$33,165 92
For interest.....	360 00
Municipal taxes.....	84 68
For other payments,.....	81 46
	<hr/>
Total	\$33,692 06
	<hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles P. Bayard.....	Philadelphia, Pa.
Frederick Fraley.....	Philadelphia, Pa.
George W. Richards.....	Philadelphia, Pa.
Alfred F. Fay.....	Philadelphia, Pa.
Charles W. Wharton.....	Philadelphia, Pa.
John N. Hutchinson, President.....	Philadelphia, Pa.
James M. Gossler, Secretary and Treasurer.....	Lebanon, Pa.
Wm. Eckenroth, General Superintendent.....	Lebanon, Pa.



TELEGRAPH REPORTS.

TELEGRAPH REPORTS.

ATLANTIC AND OHIO.

STATE OF NEW YORK, }
New York County, } ss :

Personally appeared William Orton, president, and Oliver H. Palmer, treasurer, of the Atlantic and Ohio Telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WILLIAM ORTON, *President.*

O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }
11th day of January, 1875. }

As witness my hand and official seal,

CHARLES NETTLETON,

Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$650,000 00
Amount paid in as by last report.....	650,000 00
Total amount now paid in of capital stock.....	650,000 00
Funded debt as per last report.....	None.
The amount now of funded debt,.....	None.
Floating debt as by last report.....	None.
Total amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	13,000
Par value of each share.....	\$50 00
Average market value during the year : No sales or market value to our knowledge.	
Amount paid in on each share.....	50 00

COST OF LINE AND EQUIPMENT.

Cannot state, because no account of such cost is now in the possession of the company.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union Telegraph company, and are so merged in with the lines of that company that it is not practicable to give their characteristics separately.

The return of the Western Union company includes all lines leased or owned by it.

The length of time for which the lines are leased (as above stated) is "until terminated by six months' notice at the option of either party."

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union Telegraph company.

EXPENSES.

Are paid by the Western Union Telegraph company, lessees, and included in the returns of that company.

RECEIPTS.

Accrue to and are received by the the Western Union Telegraph company, lessees, and are included in the returns of that company.

SUMMARY OF PAYMENTS.

For construction of new lines, purchase of telegraph property	
and real estate, interest, dividends and miscellaneous...	None.
For taxes. Paid by lessees.	
For surplus fund	None.

NAMES AND RESIDENCE OF OFFICERT.

Directors.	Post office address.
William Orton.....	New York.
O. H. Palmer.....	New York.
Norwin Green.....	New York.
T. T. Eckert.....	New York.
W. H. Able.....	New York.
D. H. Bates.....	Philadelphia.
A. A. Ziegler.....	Carlisle, Pa.
Jas. Merrihew	Philadelphia.
William Orton, President.....	New York.
O. H. Palmer, Treasurer.....	New York.
D. H. Bates, Superintendent.....	Philadelphia.

AMERICAN DISTRICT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Thomas F. Adams, president, and M. Richards Muckle, treasurer, of the American District telegraph company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

THOS. F. ADAMS, *President.*

M. RICH. MUCKLE, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of February, 1875. }

JAMES P. PETIT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$400,000 00
Amount paid in as by last report	400,000 00
Total amount now paid in of capital stock.....	400,000 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	7,346 62
Total amount now of floating debt	3,840 33
Total amount now of floating and funded debt.....	3,840 33
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	16,000
Par value of each share.....	\$25 00
Average market value during the year: Suppose no market value.	
Amount paid in on each share.....	Full paid.
Amount of capital on which the respective dividends were declared.....	None declared.

COST OF LINE AND EQUIPMENT.

Construction.....	\$16,502 35
Equipment	8,354 93
Total	24,857 28

CHARACTERISTICS OF LINE.

Length of main line	No main line.
Length of submarine cables.....	None.
Length of wire, (entire line,) consisting of short lines, total, about.....	43 miles.
Number of stations, (entire line:) 5 district offices and 3 sub-stations.	
Number of instruments in use, (entire line,) signal instru- ments.....	478
Number of poles to the mile.....	None used.
Number of persons employed in operating and maintaining the line: Male, 23; female, 1; and messenger boys, 65; total.....	89
Number of persons employed in operating and maintaining line in Pennsylvania.....	Same.
Number of messages sent during the year.....	None.
Number of messages received, (entire line,) signals or calls,	65,087
Value of real estate owned by the company	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Our tariff is based on time, not words or distance. 10 cents for 15 minutes, 15 cents for 30 minutes, 30 cents for one hour, and in like proportion.

-EXPENSES.

Gross expenses of entire line, including construction, equip- ment, &c.....	\$33,388 84
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RECEIPTS.

Gross receipts, (entire line,).....	\$22,747 84
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SUMMARY OF PAYMENTS.

For construction of new lines.....	\$5,765 01
For purchase of telegraph property, real estate, interest, dividends and surplus fund	None.
For miscellaneous	27,473 83
For taxes.....	150 00
Total	33,388 84

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas F. Adams.....	Philadelphia.
Samuel P. Hancock.....	Philadelphia.
John P. Verree.....	Philadelphia.
Daniel M. Fox.....	Philadelphia.
C. H. T. Collis.....	Philadelphia.
Samuel Hart.....	Philadelphia.
W. J. Philips.....	Philadelphia.
Thomas F. Adams, President.....	Philadelphia.
M. Richards Muckle, Secretary and Treasurer.....	Philadelphia.
Wm. J. Philips, Managing Director.....	Philadelphia.

AUTOMATIC.

STATE OF NEW YORK, }
County of New York, } ss:

Personally appeared George Harrington, president, and J. C. Rieff, treasurer, of the Automatic telegraph company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed) GEORGE HARRINGTON, *President*.
JONAH C. RIEFF, *Treasurer*.

Sworn and subscribed before me, this }
6th day of March, 1875, at New York }
City, as witness my hand and official }
seal.

CHARLES EDGAR MILLS,
Com. for Pa. in N. Y.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,300,000 00
Amount paid in as by last report, total amount now paid	
in of capital stock, and funded debt as per last report..	None issued.
Funded debt as per last report, (authorized,).....	\$200,000 00
Total amount now of floating debt, the amount now of float-	
ing and funded debt, date and rate per cent. per annum	
of dividend or dividends, and number of shares of stock	
issued	None.
Par value of each share.....	\$100 00
Average market value during the year.....	No record.

COST OF LINE AND EQUIPMENT.

Construction and equipment: Not known; built by other parties.

CHARACTERISTICS OF LINE.

Length of main line, from New York to Washington	281 miles.
Length of main line in Pennsylvania: About.....	50 “
Length of submarine cables, (entire line :) About.....	1½ “
Length of submarine cables in Pennsylvania: About....	1,000 feet.
Length of wire, (entire line,).....	281 miles.
Length of wire in Pennsylvania: About.....	50 “
Number of stations, (entire line,)	32
Number of stations in Pennsylvania.....	2
Number of instruments in use, (entire line,).....	9
Number of instruments in use in Pennsylvania.....	2
Number of persons employed in operating and maintaining the line: Male, 59; female, 10; total.....	69
Number of persons employed in operating and maintaining line in Pennsylvania: Male, 15; female, none; total...	15
Number of messages sent during the year, (entire line,) and in Pennsylvania; number of messages received, (en- tire line,) and in Pennsylvania.....	Not recorded.
Value of real estate owned by the company, exclusive of line.....	Nothing.
Value of real estate owned by the company in Pennsylvania,	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For all distances, 25 cents for 20 words; each additional word, 1 cent.

SUMMARY OF PAYMENTS.

During the year of 1874 the line, in addition to its public business, has been used in experimenting and testing inventions and improvements in the interests of the public and cheap telegraphy. The cost of regular business and experimenting cannot be separated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Harrington	New York city.
J. C. Rieff.....	New York city.
D. H. Craig	New York city.
George Elliott.....	New York city.
H. C. Dallett, Jr.....	Philadelphia, Pa.
John M'Manus	Reading, Pa.
George Harrington.....	President.
J. C. Rieff.....	Secretary and Treasurer.
E. H. Johnson	Superintendent.

ERIE COUNTY.

STATE OF NEW YORK, }
New York City and County, } ss :

Personally appeared William H. Guion, president, and Alfred Nelson, treasurer, of the Erie County telegraph company, and in due form of law made oath, that the statements in the within report for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WILLIAM H. GUION, *President.*

ALFRED NELSON, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of March, 1875. }

HENRY C. BANKS,

Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law	\$35,000 00
Amount paid in as by last report.....	25,000 00
Total amount now paid in of capital stock.....	25,000 00
Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	None.
Total amount now of floating debt.....	None.
No funded debt.	
Date and rate per cent. per annum of dividend or dividends :	
None ever declared.	
Number of shares of stock issued	1,000
Par value of each share.....	\$25 00
Average market value during the year: Stocks are held by original stockholders; none ever been sold as de- ponents believe.	
Amount paid in on each share	25 00

COST OF LINE AND EQUIPMENT.

Construction and equipment: No account kept separate.

CHARACTERISTICS OF LINE.

Length of main line: Entire line in Pennsylvania.	
Length of main line in Pennsylvania: About.....	73 miles.
Length of submarine cables, (entire line,).....	None.

Length of wire, (entire line in Pennsylvania,) : About....	219 miles.
Number of stations, (entire line in Pennsylvania,).....	2
Number of instruments in use, (all in Pennsylvania,).....	2
Number of poles to the mile.....	32
Number of persons employed in operating and maintaining the line, (entire line in Pennsylvania,).....	5
Number of messages sent during the year, (entire line in Pennsylvania,) : Estimated, 5,000 sent and received.	
Value of real estate owned by the company in Pennsyl- vania	None owned.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each addi- tional word
For one hundred miles or under.....	30	2
For one hundred miles and under two hundred miles.....	40	3
For two hundred miles and under three hundred miles	50	3
For three hundred miles and under four hundred miles.....	50	3
For four hundred miles and under five hundred miles.	50	3

EXPENSES.

Gross expenses of entire line : Entire line in Pennsylvania.	
Gross expenses in Pennsylvania.....	\$1,398 72

RECEIPTS.

Gross receipts, (entire line,) : Entire line in Pennsylvania.	
Gross receipts in Pennsylvania.....	\$1,385 18

SUMMARY OF PAYMENTS.

- For construction of new lines : None constructed.
- For purchase of telegraph property : None purchased except as herein stated.
- For purchase of real estate : None purchased except as herein stated.
- For interest and dividends : None paid.
- For miscellaneous : Nothing.
- For taxes : None paid.

The company has no payments. The telegraph property used by this company is leased by it, and the capital stock was issued as a consideration for such lease, which is worth about \$25,000.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Duff	New York.
W. H. Guion.....	New York.
Sidney Dillon	New York.
Alfred Nelson.....	New York.
W. H. Guion, President.....	198 Broadway, New York.
Alfred Nelson, Secretary and Treasurer...	198 Broadway, New York.
Geo. W. Chaffee, Superintendent.....	Erie, Pa.

FRANKLIN.

STATE OF NEW YORK, }
New York City and County. } ss :

Personally appeared W. J. Synes, President, and Alfred Nelson, treasurer, of the Franklin telegraph company, and in due form of law made oath, that the statements in the within report, *from December 31, 1873, to November 20, 1874, are true, to the best of their knowledge and belief

(Signed)

W. J. SYNES, *President.*

ALFRED WILSON, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of March, 1875. }

HENRY C. BANKS,

Commissioner for the State of Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt as per last report.....	9,500 00
The amount now of funded debt.....	9,500 00
Floating debt as by last report.....	11,219 95
Total amount now of floating debt.....	10,800 32
Total amount now of floating and funded debt.....	20,300 32
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None paid.
Number of shares of stock issued.....	10,000
Par value of each share.....	\$100 00
Average market value during the year.....	20 00
Amount paid in on each share.....	100 00

COST OF LINE AND EQUIPMENT.

Construction and equipment, (no separate account kept,) \$590,000 00

*At this latter date the Franklin telegraph company was leased to the Atlantic and Pacific telegraph company, and its accounts turned over to those of the latter company, thus rendering it impossible to give particulars any later than November 20, 1874.

CHARACTERISTICS OF LINE.

Length of main line, from Boston to Washington.....	920 miles.
Length of main line in Pennsylvania.....	32 “
Length of submarine cables, (entire line,).....	12 $\frac{1}{4}$ “
Length of submarine cables in Pennsylvania.....	None.
Length of wire, (entire line,).....	3,705 miles.
Length of wire in Pennsylvania.....	195 “
Number of stations, (entire line,).....	73
Number of stations in Pennsylvania.....	6
Number of instruments in use, (entire line,).....	225
Number of instruments in use in Pennsylvania.....	22
Number of poles to the mile.....	38
Number of persons employed in operating and maintaining the line—male, 348; female, 33; total.....	381
Number of persons employed in operating and maintaining the line in Pennsylvania—male, 27; females, 3; total..	30
Number of messages sent during the year, (entire line,) es- timated.....	804,694
Number of messages sent during the year in Pennsylvania, estimated.....	63,920
Number of messages received, (entire line,) estimated....	810,720
Number of messages received in Pennsylvania, estimated..	82,897
Value of real estate owned by the company, exclusive of line, and value of real estate owned by the company in Pennsylvania.....	None owned.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each addi- tional word.
For one hundred miles or under.....	25 to 40 cts.	2 to 3 cents.
For one hundred miles and under two hundred miles...	30 to 50 cts.	2 to 3 cents.
For two hundred miles and under three hundred miles,	40 to 50 cts.	3 cents.
For three hundred miles and under four hundred miles,	50 to 60 cts.	3 to 4 cents.
For four hundred miles and under five hundred miles..	50 to 75 cts.	3 to 4 cents.

EXPENSES.

Gross expenses of entire line.....	\$253,382 69
Gross expenses in Pennsylvania.....	20,263 50

RECEIPTS.

Gross receipts, (entire line,).....	262,783 14
Gross receipts in Pennsylvania.....	24,197 05

SUMMARY OF PAYMENTS.

For construction of new lines and purchase of telegraph property	\$24,169 31
For interest.....	834 02
For miscellaneous	227,619 20
For taxes.....	760 16
Total.....	<u>253,382 69</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Oliver Ames.....	Boston, Mass.
W. H. Clay	New York city.
Sidney Dillon.....	New York city.
James M. Ham.....	New York city.
John H. Mortimer.....	New York city.
W. J. Synes.....	New York city.
E. D. L. Sweet	New York city.
H. M. Taber.....	New York city.
A. F. Willmorth.....	New York city.
W. J. Synes, President.....	198 Broadway, New York.
Alfred Nelson, Treasurer.....	198 Broadway, New York.
James G. Smith, Superintendent.....	198 Broadway, New York.
James G. Harris, Clerk.....	Box 5287, Boston, Mass.
Edwin T. Mackay, Assistant Clerk.....	198 Broadway, New York.

MERCHANTS' NATIONAL.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Richard S. Waring, president, and William Lyon, treasurer, of the Merchants' National telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

R. S. WARING, *President.*

WM. LYON, *Treasurer.*

Sworn and subscribed before me, this }
12th day of January, 1875. }

JAMES BLACK, *Alderman.*

MERCHANTS' NATIONAL

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00
The amount now of floating debt.....	None.
Number of shares of stock issued.....	2,000
Par value of each share.....	\$25 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$25 00

COST OF LINE AND EQUIPMENT.

Amount paid on account of construction.....	\$50,000 00
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CHARACTERISTICS OF LINE.

Length of main line, from Pittsburg to Oil City.....	132 miles.
Length of main line in Pennsylvania.....	132 "

REMARKS.

The Merchants' National telegraph company, soon after the completion of their lines in March, 1874, leased to the Pacific and Atlantic telegraph company, for ten years at eight per cent. on the capital stock of \$50,000 to be paid in quarterly instalments on January 1, 1874. The P. and A. company turned over all their lines and leases to the Western Union telegraph company; among the effects so turned over, was our lease, the said lease requires lessee to maintain lines in good working order, pay all taxes and expenses, and at expiration of lease to return all property in good condition to the Merchants' National telegraph company as when received; reasonable wear and tear expected.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. S. Waring.....	Pittsburg, Pa.
W. P. Logan.....	Pittsburg, Pa.
J. T. Stockdale.....	Pittsburg, Pa.
Jno. Berm.....	Pittsburg, Pa.
Charles Lockhart.....	Pittsburg, Pa.
Michael Graver.....	Pittsburg, Pa.
J. B. Stewart.....	Pittsburg, Pa.
R. S. Waring, President.....	Pittsburg, Pa.
Wm. Lyon, Secretary and Treasurer.....	East End, Pittsburg, Pa.

PACIFIC AND ATLANTIC.

STATE OF NEW YORK, }
New York County, } ss:

Personally appeared William Orton, president, and R. H. Rochester, treasurer, of the Pacific and Atlantic telegraph company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief.

(Signed)

WILLIAM ORTON, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 11th day of January, 1875, as witness my hand and official seal.

CHARLES NETTLETON,

Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock.....	\$2,000,000 00
Of which lines owned by the company in Pennsylvania represent.....	400,000 00
Total amount now of capital stock	2,000,000 00
Funded debt as per last report.....	None.
The amount now of funded debt	None.
Floating debt as by last report.....	69,206 29
Total amount now of floating debt.....	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	80,000
Par value of each share.....	\$25 00
Average market value during the year.....	6 00
Amount paid in on each share: 50 per cent. on part, 100 per cent. on part.	

COST OF LINE AND EQUIPMENT.

Construction and equipment.....	\$2,058,641 26
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CHARACTERISTICS OF LINE.

The lines are leased to the Western Union telegraph, and are now so merged in with the lines of that company, that it is not practicable to give their characteristics separately.

The return of the Western Union telegraph company includes all lines leased or owned by it.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union telegraph company.

EXPENSES.

Are paid by the Western Union telegraph company, lessees, and are included in the return of that company.

RECEIPTS.

Accrue to and are received by the Western Union telegraph company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

For construction of new lines, purchase of telegraph property and real estate, interest, dividends and miscellaneous: None.

For taxes: Paid by lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
William Orton.....	New York.
Norvin Green.....	New York.
George H. Mumford.....	New York.
R. H. Rochester.....	New York.
D. H. Bates.....	Philadelphia.
F. V. Beisel.....	Philadelphia.
W. G. Johnston.....	Pittsburg.
William Orton, President.....	New York.
R. H. Rochester, Secretary and Treasurer.....	New York.
D. H. Bates, Superintendent.....	Philadelphia.
C. O. Rowe, Superintendent.....	Pittsburg.

PHILADELPHIA LOCAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Bentley, president, and W. P. Wheatland, treasurer, of the Philadelphia Local telegraph company, and in due form of law made oath that the statements in the within report, for the financial year ending February 28, 1874, are true, to the best of their knowledge and belief.

(Signed) HENRY BRENTLEY, *President.*
W. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me, this }
7th day of January, 1875. }

J. PAUL DIVER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$25,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock.....	400,000 00
Funded debt as per last report, the amount now of funded debt, floating debt as by last report, total amount now of floating debt, total amount now of floating and funded debt, and rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash, February 28, 2 per cent.	
Number of shares of stock issued.....	16,000
Par value of each share.....	\$25 00
Average market value during the year.....	No sales.
Amount paid in on each share : Shares full paid.	
Amount of capital on which the respective dividends were declared	\$400,000 00

COST OF LINE AND EQUIPMENT.

Construction and equipment: Cost of line to the present company represented by its capital stock.....	\$400,000 00
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CHARACTERISTICS OF LINE.

Length of main line, length of main line in Pennsylvania, length of submarine cables, (entire line,) and length of submarine cables in Pennsylvania: All local lines, ex- tending only from one part of the city to another.	
Length of wire, (entire line,).....	235 miles.
Length of wire in Pennsylvania: All in Philadelphia.	
Number of stations, (entire line,).....	91
Number of stations in Pennsylvania, (all in Philadelphia county,)	91
Number of instruments in use, (entire line,)	237
Number of instruments in use in Pennsylvania.....	237
Number of poles to the mile: About	40
Number of persons employed in operating and maintaining the line: Male, 80 to 90; female, 30 to 40; total.....	110 to 130
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 80 to 90; females, 30 to 40; total.....	110 to 130
Number of messages sent during the year, (entire line:) About	300,000
Number of messages received, (entire line,) about.....	210,000
A large number of these telegrams are sent and received at one-half rates, under arrangement with manufacturers, &c.	
Value of real estate owned by the company, exclusive of line.....	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under:	
Rates for ten words.....	20 cents.
Each additional word.....	2 “
We have no one line of greater length than sixteen miles.	

EXPENSES.

Gross expenses of entire line	\$147,526 88
Gross expenses in Pennsylvania: All in Philadelphia.	

RECEIPTS.

Gross receipts, (entire line,).....	\$150,458 14
Gross receipts in Pennsylvania: All in Philadelphia.	

SUMMARY OF PAYMENTS.

For construction of new lines	\$9,790 73
For purchase of telegraph property.....	2,000 00
For purchase of real estate and for interest and taxes.....	None.
For dividends, (partially from surplus fund.).....	8,000 00
For miscellaneous	123,806 71
For surplus fund	3,929 44
Total	147,526 88
Total amount of surplus fund.....	\$3,929 44

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Henry Bentley	107 South Third street, Philadelphia.
Wm. P. Wheatland	107 South Third street, Philadelphia.
Hon. Wm. Orton.....	145 Broadway, New York.
Marshall Lefferts.....	61 Broadway, New York.
Tracy R. Edson	61 Broadway, New York.
Henry Bentley, President.....	107 South Third street, Philadelphia.
W. P. Wheatland, Sec. and Treas..	107 South Third street, Philadelphia.
Sam'l M. Plush, Superintendent...	107 South Third street, Philadelphia.

PHILADELPHIA, READING AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Philadelphia, Reading and Pottsville telegraph company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Affirmed and subscribed before me, this }
 30th day of January, 1875. }

WM. M'LEAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount paid in as by last report.....	20,000 00
Total amount now paid in of capital stock.....	20,000 00

Funded debt as per last report	None.
The amount now of funded debt.....	None.
Floating debt as by last report.....	\$148,705 20
Total amount now of floating debt.....	192,374 26
Total amount now of floating and funded debt.....	192,374 26
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued	400
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	<u>\$50 00</u>

COST OF LINE AND EQUIPMENT.

	By last report.	By present report.
Construction	\$121,797 86	\$143,823 45
Equipment	44,791 69	51,406 75
Total	<u>166,589 55</u>	<u>195,230 20</u>

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville.....	101 miles.
Length of main line in Pennsylvania.....	766 "
Length of submarine cables, (entire line,).....	500 feet.
Length of submarine cables in Pennsylvania.....	500 "
Length of wire, (entire line,).....	1,788 miles.
Length of wire in Pennsylvania.....	1,788 "
Number of stations, (entire line,).....	256
Number of stations in Pennsylvania.....	256
Number of instruments in use, (entire line,).....	480
Number of instruments in use in Pennsylvania.....	480
Number of poles to the mile.....	31 to 37
Number of persons employed in operating and maintaining the line—male, 413; female, 7; total.....	420
Number of persons employed in operating and maintaining line in Pennsylvania—male, 413; female, 7; total.....	420
Number of messages sent during the year, (entire line,)...	154,768
Number of messages sent during the year in Pennsylvania,	154,768
Number of messages received, (entire line,).....	154,768
Number of messages received in Pennsylvania.....	154,768
Value of real estate owned by the company, exclusive of line, and value of real estate owned by the company in Pennsylvania	<u>None.</u>

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rate for ten words.	Each additional word.
For one hundred miles or under.....	10 to 35 cts.	1 to 2 cts.
For one hundred miles and under two hundred miles.....	20 to 40 cts.	2 to 3 cts.

EXPENSES.

Gross expenses of entire line	\$68,039 62
Gross expenses in Pennsylvania.....	Same.

RECEIPTS.

Gross receipts, (entire line,).....	\$55,037 46
Gross receipts in Pennsylvania.....	Same.

SUMMARY OF PAYMENTS.

For construction and equipment of new lines.....	\$28,640 65
For maintenance and repairs	10,213 27
For wages and salaries.....	39,915 46
For discount and interest.....	10,060 64
For dividends and surplus fund.....	None.
For miscellaneous	7,814 25
For taxes.....	36 00
Total	96,680 27

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ashhurst.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
H. Pratt McKean.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
C. T. Sellers, Superintendent.....	Reading.

ROCKHILL.

STATE OF PENNSYLVANIA, }
County, } ss:

Personally appeared Wm. A. Ingham, president, and Wm. Boyd Jacobs, treasurer, of the Rockhill telegraph company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1874, are true, to the best of their knowledge and belief.

(Signed) WM. A. INGHAM, *President.*
WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this }
5th day of January, 1875. }

JOHN RODGERS, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000 00
Total amount now paid in of capital stock.....	300 00
The amount now of funded debt.....	None.
Floating debt as by last report.....	None.
Total amount now of floating debt.....	2,498 78
Total amount now of floating and funded debt.....	2,498 78
Date and rate per cent per annum of dividend or dividends,	None declared.
Number of shares of stock issued.....	None.
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$5 00

COST OF LINE AND EQUIPMENT.

Construction and equipment.....	\$2,498 78
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CHARACTERISTICS OF LINE.

Length of main line, from Mt. Union to Robertsdale.....	30 miles,
Length of main line in Pennsylvania.....	30 "
Length of submarine cables, (entire line,)	None.
Length of wire, (entire line,).....	30 miles.
Length of wire in Pennsylvania	30 "
Number of stations, (entire line,).....	3
Number of stations in Pennsylvania.....	3
Number of instruments, (entire line,).....	3

TELEGRAPH REPORT.

823

Number of instruments in Pennsylvania.....	3
Number of poles to the mile.....	33
Number of persons employed in operating and maintaining the line, and number of messages sent and received:	
Line not yet opened to business.	
Value of real estate owned by the company exclusive of line,	None.
Value of real estate owned by the company in Pennsylvania,	None.

SUMMARY OF PAYMENTS.

For construction of new lines.....	\$2,498 78
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327 WALNUT ST., PHILA., *January 5, 1875.*

HON. HARRISON ALLEN,

Auditor General of the Commonwealth, Harrisburg, Pa.

DEAR SIR:—I hand you herewith report of the Rockhill telegraph company. In explanation of its incomplete character I would say that the line was not finished and in operation at the close of the financial year included in the report.

Yours respectfully,

WM. BOYD JACOBS,

Treasurer Rockhill Telegraph Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. A. Ingham.....	Philadelphia, Pa.
Geo. B. Markle.....	Philadelphia, Pa.
Ario Pardee.....	Hazleton, Luzerne co., Pa.
Edw. Roberts, Jr.....	Philadelphia.
Percival Roberts.....	Philadelphia.
Randolph Wood.....	Philadelphia.
Wm. A. Ingham, President.....	320 Walnut street, Phila.
Wm. Boyd Jacobs, Secretary and Treasurer..	320 Walnut street, Phila.
A. W. Sims, Superintendent.....	Orbisonia, Huntingdon co., Pa.

WESTERN CITY.

OFFICE WESTERN CITY TELEGRAPH COMPANY, }
 PHILADELPHIA, April 30, 1875. }

HON. HARRISON ALLEN, *Auditor General*:

DEAR SIR: In reply to your favor asking information about this company, I give you the following data:

The corporation was chartered by act of Assembly of this State, approved 9th April, 1872, (see pamphlet laws of 1873, page 1084,) and was registered in the office of the Auditor General (as having commenced operations) on 15th December, 1873. As its charter gave it the option of commencing its works either in the city of Philadelphia or the city of Pittsburg, it selected the former, and constructed and has had in use a number of local lines. The secretary of the company is Henry F. Swentzel, 2306 Madison square, and the superintendent, Henry H. Wheatland, 113 Friedlander street. It is probable that the corporation, before the issue of your next annual report, will have extended its operations sufficiently, and have systematized its business so as to be able to present a detailed statement.

Very truly yours,

A. K. PEDRICK,
President Western City Telegraph Company.

WESTERN UNION.

STATE OF NEW YORK, }
New York County, } ss

Personally appeared William Orton, president, and R. H. Rochester, treasurer, of the Western Union telegraph company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1874, are true, to the best of their knowledge and belief

(Signed)

WILLIAM ORTON, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this 11th day of January, 1875, as witness my hand and official seal.

CHARLES NETTLETON,
Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock	\$41,073,400 00
Of which lines owned by the company in Pennsylvania represent, (estimated,).....	250,000 00
Total amount now of capital stock	41,073,400 00
Funded debt as per last report: Not stated in last report.	
The amount now of funded debt, (classified and date of maturity,) as follows:	
November 1, 1875.....	4,448,900 00
May 1, 1902.....	1,498,000 00
Floating debt as by last report: Not stated in last report.	
Total amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	5,946,900 00
Rate per cent. per annum of interest on funded debt....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, July 15, 2 per cent.; October 15, 2 per cent.	
Number of shares of stock issued.....	410,734
Par value of each share.....	\$100 00
Average market value during the year: Ranged from 43 $\frac{1}{4}$ to 82 $\frac{3}{8}$.	
Amount paid in on each share: Mainly paid in by transfers of property.	
Amount of capital on which the respective dividends were declared, exclusive of stock owned by the company and fractional shares.....	33,778,800 00

COST OF LINE AND EQUIPMENT.

The greater part of this property having been acquired by absorption or consolidation with other companies, whose books and records are not in our possession, the cost cannot now be stated.

CHARACTERISTICS OF LINE.

(Inclusive of all leased lines.)

Length of entire lines, about.....	71,680 miles
Length of lines in Pennsylvania, about.....	5,400 "
Length of submarine cables, (entire line,) about.....	13 "
Length of submarine cables in Pennsylvania, about.....	2 "
Length of wire, (entire line,) about.....	175,900 "
Length of wire in Pennsylvania, about.....	18,000 "

Number of stations, (entire line,) about	6,188
Number of stations in Pennsylvania, about.....	693
Number of instruments in use, (entire line,) about.....	9,500
Number of instruments in use in Pennsylvania: Have no record by States.	
Number of poles to the mile.....	25 to 40
Number of persons employed in operating and maintaining the line, (no record kept of sexes,).....	9,600
Number of persons employed in operating and maintaining line in Pennsylvania.....	1,100
Number of messages sent during the year, (entire line,) exclusive of press and signal service reports.....	13,800,000
Number of messages sent during the year in Pennsylvania: Have no record by States.	
Number of messages received, (entire line,).....	Same as sent.
Number of messages received in Pennsylvania: Have no record by States.	
Value of real estate owned by the company, exclusive of line.....	\$2,320,389 48
Value of real estate owned by the company in Pennsylvania,	32,538 61

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	25 to 40 cts.	2 to 3 cents.
For one hundred miles and under two hundred miles...	50 cts.	3 cents.
For two hundred miles and under three hundred miles, }	75 cts.	5 cents.
For three hundred miles and under four hundred miles, }		
For four hundred miles and under six hundred miles..	\$1 00	7 cents.

EXPENSES.

Gross expenses of entire line.....	\$6,433,772 27
Gross expenses in Pennsylvania: No separate accounts kept of expenses in any State.	

RECEIPTS.

Gross receipts, (entire line,).....	\$9,354,202 91
Gross receipts in Pennsylvania: No separate accounts kept of receipts in any State.	

SUMMARY OF PAYMENTS.

For construction of new lines.....	\$265,829 50
For purchase of telegraph property.....	16,524 00
For real estate	376,698 82

For interest on bonds, (all other interest is included in expenses,).....	\$416,283 00
For dividends, (upon stock other than that owned by the company, and exclusive of fractional shares).....	1,351,150 00
For miscellaneous.....	493,945 32
For taxes, (included in expenses,).....	69,671 14
For surplus fund.....	Nothing.
Total.....	2,920,430 64

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Orton.....	New York.
James H. Banker.....	New York.
Alonzo B. Cornell.....	New York.
Harrison Durkee.....	New York.
Forvin Green.....	New York.
Joseph Harker.....	New York.
Edwin D. Morgan.....	New York.
Augustus Schell.....	New York.
V. K. Thorn.....	New York.
Wm. Vanderbilt.....	New York.
Frank Work.....	New York.
Wm. Hester W. Chapin.....	Springfield, Mass.
Wilson G. Hunt.....	New York.
David Jones.....	New York.
Wm. Livingston.....	New York.
James Milliken.....	New York.
Levi P. Morton.....	New York.
George H. Mumford.....	New York.
Wm. H. Palmer.....	New York.
George M. Pullman.....	Chicago.
Wm. S. Sanford.....	New York.
John Steward.....	New York.
James Taylor.....	New York.
Samuel Torrance.....	New York.
Wm. H. Vanderbilt.....	New York.
Wm. R. Vermilye.....	New York.
Wm. B. Wesley.....	New York.
William Witt.....	Cleveland.
D. Worcester.....	New York.
William Orton, President.....	New York.
George H. Mumford, Secretary.....	New York.
R. H. Rochester, Treasurer.....	New York.
D. H. Bates, Superintendent.....	Philadelphia.
C. O. Rowe, Superintendent.....	Pittsburg.

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